



Navy News

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Royals' task in Ireland

Daily shootings, bombings and riots, in a very high level of violence, have been experienced by 40 Commando Royal Marines during their Northern Ireland tour of duty, which is due to end next month.



A marksman of 40 Commando, R.M., covers the removal of barricades in Northern Ireland.

After the tragic events of "Bloody Friday," when 27 bombs exploded in Belfast, 12 of them in 40 Commando's area, the decision was made to go into the "No Go" areas.

Forces taking part included 40 Commando, under Lieut.-Col. J. F. Mottram, with two companies of 42 Commando.

For 40 Commando the task was to secure and dominate the New Lodge area — a Republican stronghold from which the I.R.A. have operated in strength in the past.

No resistance was met, and the area was completely dominated within an hour.

Observation posts were secured, and 40 Commando are currently engaged in hunting down the gunmen, arms, ammunition and explosives.

In one week after the operation, 1,000 rounds of ammunition, three grenades, 120lb. of explosive, and 36 bombs were recovered. Seven wanted men were arrested.

The Commando has successes to its credit, and regrettably also has some cost to count in casualties.

It is expected that men of 42 Commando will be leaving Northern Ireland during September for training in Canada.

H.M.S. Rame Head (see Page 17) has been towed to Londonderry as an accommodation ship for the Army.

HELLO BEAUTIFUL...



Picture: Dave Morris

Extra pinta won a halo

If anyone detects only slight evidence of a halo around the funnel of H.M.S. Arethusa it is because modesty is struggling with pride at a navigational achievement.

Following an urgent report from the German ship s.s. Broheim which had sighted a torpedo drifting in the crowded Channel shipping lanes, the Arethusa was sent to investigate.

In conditions of poor visibility, the Wasp helicopter scouted ahead, while numerous extra look-outs closed up on the First Lieutenant's promise of a pint to the first person to sight the torpedo.

On the first run through the search area the prize was won by Leading Seaman G. Blakey of the watch on deck, much to the annoyance of the ship's flight who had concentrated on the other half of the area.

RIGHT AHEAD

Also rewarded was the navigation officer, Lieut.-Cdr. D. Taylor, who, working on information ten hours old, took the ship straight to the torpedo. It was spotted fine on the port bow 300 yards ahead!

Recovery was successfully completed by Leading Seaman R. L. Baker and the torpedo recovery team, with the TASI Petty Officer M. J. Legg receiving it on board. The evolution was under the gaze of a Soviet intelligence ship, which had just been beaten to it.

Eagle farewell

Although charming actress Dilys Watling has nothing to do with H.M.S. Eagle, the arrival of her picture seemed too good to miss as a tie-up with H.M.S. Palliser's "Goodbye Beautiful" for the famous carrier.

Dilys, appearing in "She Was Only an Admiral's Daughter" at Southsea, was pictured with RO2 Roger James



LOSE YOUR VOTE . . . or get on the register. Service forms must be dated not later than October 10 (Northern Ireland September 15), and in by December 16.

When H.M.S. Eagle left Portsmouth on August 9 for Devonport, and probably the breakers' yard, the absence of music was made up by H.M.S. Palliser, a Royal Marines band being broadcast over the frigate's tannoy.

More than half the frigate's officers are ex-Eagle, and one of them, the First Lieutenant (Lieut.-Cdr. Peter Rickard) led the raising of caps as the carrier was towed away.

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All about the 'hot seat' roster

DRAFTY'S

CORNER

Drafty receives calls to fill short-term commitments which arrive unexpectedly, and at less than normal notice.

Usually it is a case of finding someone to hold the fort for a short period in an essential billet until a proper relief, if one is required, can be fully prepared and given normal drafting notice.

The system of using men who were due or overdue for sea service but not available because of nearness of time expiry was a very fair one. The fault was that men in this category were kept in suspense for too long a period while being in this vulnerable position.

Under normal circumstances only a small minority were ever affected. Nevertheless, those who did find themselves in a billet as an emergency relief felt very hard done by and usually complained that Drafty was getting the last drop of blood prior to their discharge from the Service.

Understandable comment, but not true. The hard fact is that there will always be times when an emergency relief is necessary and the billet will have to be filled by someone. So which is the fairest way of getting this essential requirement?

From two sources

From now on, men will be found for the emergency roster from two sources:

- Men drafted ashore having completed less than the normal 27 months of a sea draft.
- Men at the top of their sea roster approaching time expiry but with insufficient time left to serve to take up a minimal normal draft.

Men selected will normally be warned three months in advance of their joining the Emergency Roster. Some men will already have been notified for the Pool which comes into effect in October. Men nominated for emergency reliefs will be at seven days notice of draft

adjustment on the following scale:

While at seven days notice and as an emergency relief — half month per month. As an emergency relief deployed overseas — one month per month. When period as an emergency relief plus sea time already completed exceeds 30 months — two months per month. When time deployed overseas in commission plus time deployed as an emergency relief exceeds 15 months — three months per month.

Early warning

This necessary system of providing manpower in an emergency is fair to all men who may at one time or another find themselves on the Emergency list. They will know exactly when they are going to be in the hot seat, how long they will remain in it, and have early warning.

In addition, their chances of getting a preference area are much higher, and, lastly, whether used or not as an emergency relief, the roster date adjustment awarded is very advantageous, particularly to those remaining in the Service.

for a period of three months, but if they are not used as such during that time they will be removed from the list and replaced by others. Whenever possible, men nominated will be drafted to their preference area.

Those selected for emergency reliefs will receive roster date



SEEKING SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

D. J. Hand, LKEM, H.M.S. Salisbury, being drafted to H.M.S. Dido (Chatham based) December 22. Will exchange for draft to Portsmouth based ship.
C. G. Pridoux, PORP1, H.M.S. Rothesay (Portsmouth based), will exchange for draft to Devonport establishment or Devonport based ship.
Beales, AN(RP Star), ship's diver, H.M.S. Tenacity. Will exchange for diving billet, Portland or Scotland.
M. J. Stead, LOEM, Ship's diver, WEOW, H.M.S. Abdiel, (Rosyth). Will exchange for Portsmouth or Portland Home Sea Service ship, or GSC ship on HSS leg.
G. Carr, MEM2, H.M.S. Antrim. Will exchange for any shore base in U.K.

R. N. Botham, PO Std, H.M.S. Gurkha. Will exchange for any Devonport based ship or base in Devonport area.
A. D. Dunlop, MEM, H.M.S. Neptune, being drafted to H.M.S. Ark Royal at Devonport. Will exchange for shore base in Scotland or any ship based in Scotland.
W. Bird, LMEM, G2-7C Mess, H.M.S. Sultan, Detailed H.M.S. Bulwark January 8. Will exchange for any MCM ship in Scotland or any shore establishment in Scotland.
T. M. A. Paul, RO2(W), Saintes Block, H.M.S. Warrior, Northwood, Mdx. Being drafted to H.M.S. Lowestoft, October 14. Will exchange for draft to H.M.S. Hermes or any other Devonport based ship.
S. Bowden, SA, TVO, R.N. Barracks, Portsmouth. Being drafted to H.M.S. Kappel, January 1, at Gibraltar. Will exchange for Chatham or Portsmouth based Leander class frigate.

L. Baker, LMEM, G.22, Mountbatten, H.M.S. Pembroke, C & M Party H.M.S. Triumph. Will exchange for any shore base, or ship in refit in Devonport area.
B. Knight, POAF(AE), H.M.S. Daedalus. Will exchange for draft to R.N. Air Station, Culdrose.
N. B. Nunn, AB(UW3), H.M.S. Vernon. Being drafted to H.M.S. Highburton in Gibraltar, October 25. Will exchange for any Portsmouth based ship or establishment.
C. J. Shewring, AB(RP2), H.M.S. London, Detailed H.M.S. Brighton, November 11. Will exchange for any ship remaining in U.K. waters, Portsmouth or Chatham based.
M. R. Hall, LS(RP1), H.M.S. Dryad, being drafted to H.M.S. Lynx in December. Devonport based. Will exchange for any Portsmouth based ship or establishment.
F. A. Carrick, AB(UC Star), H.M.S. Rothesay. Being drafted to H.M.S. Drake for H.M.S. Hermes, November 6. Will exchange for any ship or establishment outside Plymouth or Portland area.

D. Sheen, LOEM, H.M.S. Puma, Detailed H.M.S. Collingwood, September 4, then H.M.S. Fearless at Plymouth, January 8. Will exchange for any Portsmouth based ship or establishment.

J. E. Bishop, Stwd, H.M.S. Dido. Drafted to H.M.S. Fearless Nov, 6 (to refit at Devonport). Will exchange with any Chatham-based ship.

P. Mumford, ME1 (Ship's Diver) Drake Diving School, H.M.S. Drake. On draft to H.M.S. Reclaim, December. Will exchange for any Devonport Leander, or small ship, any commission. Portsmouth small ship considered — preferably due Far East.

A. Hildrew, AB(RP3), H.M.S. Chichester (L.F.S. accompanied — Hong Kong). Will exchange for any shore establishment or minesweeper in U.K.

Minerva trials

The Leander-class frigate H.M.S. Minerva, which Sub-Lieut the Prince of Wales is to join in November, sailed for trials from Chatham at the end of August following refit.

Record crowd at 'Daedalus Day'

Air Day at H.M.S. Daedalus, Lee-on-Solent, attracted a record-breaking crowd of nearly 16,000. Although the R.N. air station is now primarily the home of the Air Engineering School, there was an impressive flying display.

Royal Navy aircraft taking part ranged from a Swordfish veteran of World War II, to the Service's latest addition, the Phantom F4K supersonic fighter.

The Royal Air Force added a fly-past by a huge Vulcan bomber and the Red Pelicans aerobatic display team, and the Army sent along the spectacular Red Devils sky-diving team.

Also flying, but at a much lower altitude, were craft of the Inter-Service Hovercraft Unit based at Lee, including the 79ft. long BH-7 and a smaller SRN-6, in which many visitors enjoyed a short trip.

The event was opened by Norman Wisdom, accompanied by Miss Fleet Air Arm, Leading Wren Vicky Chester.

A two-and-a-half hour flying display was the highlight of Air Day at the R.N. air station Culdrose, Cornwall.

A low-level Buccaneer run was followed by a "flutter-by" of helicopters and other attractions included the R.A.F.'s famous Red Arrows and, for the first time at Culdrose, the Rothman's aerobatic display team in their Stampe aircraft of the 1930s.

A picture fit for Hubberston

A framed print was won in a competition at Portsmouth by the first lieutenant of H.M.S. Hubberston, smallest ship in the event, and happily it fits well on the only flat bulkhead in the wardroom — with two inches to spare.

The picture prize, "Trout fishing," is a limited edition print signed by the artist, R.

Nockolds, and results from an exhibition of fine art held at the Nuffield United Services Officers' Club.

In the picture Mr. David Seeman, of Frost and Reed (Studios) Ltd., presents the picture to Lieut. P. N. Beardmore, Lieut. G. R. Spooner, Cdr. W. Norman and Lieut. G. K. Billson, who won the picture.



PUBLIC NOTICE

CHARITY COMMISSION

Charity - The Gulf Naval Welfare Fund. Scheme amalgamating Charity with The Fleet Recreational Fund. Ref. SC-142624.

The Charity Commissioners have made an Order establishing a scheme for this and other purposes. Copies can be obtained by written request to the Charity Commission, 14, Ryder Street, London, S.W.1 (quoting ref. No. SC-142624) and may also be seen at that address.

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films
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Life — with the lions

The latest list

Variety, or so they say is the spice of life. Well, there's plenty of variety in the slice of life served up in the latest films issued to the Fleet by the Royal Naval Film Corporation.

Into its customary appetizing mixture of comedy, drama, Westerns, espionage and adventure, the Corporation has added an appealing taste of wild life (in the natural sense, not the permissive), and a delightful dollop of Shakespeare.

There's the outdoor innocence of "Living Free" a popular sequel to "Born Free" the film about Elsa, the lioness, which inspired that fabulous theme song.

By contrast, there's "Macbeth," the character who proves that, long before the days of cinema and television, Shakespeare knew a thing or two about violence on stage.

Perhaps times haven't changed all that much, after all.

Macbeth — Jon Finch, Francesca Annis, Martin Shaw. This superb production of Shakespeare's famous drama, in which the young Macbeth and his wife plot the death of Duncan, is a real classic. Audiences who may not normally be enthusiastic about the Bard and his works will be pleasantly surprised by the action in this tale of murder and treachery. Columbia-Warner. No. 963.

Something Big — Dean Martin, Honor Blackman. In New Mexico in 1870, a soon to retire colonel decides to spend his last days

as a Cavalryman investigating a rumour that a renegade leader is planning something big. It is jolly, escapist entertainment — without violence! 20th Century-Fox. No. 964.

One more Train to Rob — George Peppard, Diana Muldaur. After master-minding a successful bank robbery, the hero refuses to be trapped into a shotgun wedding! It's good bang-bang entertainment, with a fair share of humour. CIC (Universal). No. 965.

Living Free — Nigel Davenport, Susan Hampshire. In the sequel to "Born Free" the Adamsons realize that Elsa the lioness is dying and face the task of teaching the young cubs to fend for themselves. The film is very popular and most enjoyable entertainment. Columbia-Warner. No. 966.

Embassy — Richard Roundtree, Chuck Connors. Officials in an American embassy in the Middle East are responsible for interrogating a man seeking asylum, despite attempts being made to kidnap him. Hemdale. No. 967.

Cannon for Cordoba — George Peppard, Raf Vallone, Giovanna Ralli. A Mexican bandit and his followers are constantly raiding Texas border towns, so a U.S. general sends a body of men to infiltrate the bandit's army. There's plenty of action for Western addicts. United Artists. No. 968.

DIANE'S NOT AT 'HOME' ANY MORE

There's courage for you (below). Not only did 18-year-old Diane Capon, of Gravesend, face the possible perils of an open boat carrying a mixed crew of four fellas (all from different branches of the Armed Forces), but it was raining as well.

It was all done for the sake of Russ Whalley's photograph — indicating a spirit of dedication which augurs well for Diane's future success as a model in Australia.

Lads of the three Services became rather fond of Diane when she was the first "pin-up" of BBC Medway's "Home Base" (the world's only forces magazine programme), and this quartet were there to say farewell.

Since she joined "Home Base" in October last year, her picture has been circulated among local Servicemen, and sailors on board H.M.S. Eagle were so impressed with it that they asked for more to distribute around the carrier during her last tour to the Far East.

Diane is to live in Perth, Western Australia, one of the cities visited by the Eagle during that last operational tour last year.

Saying farewell in the rain to the first Miss "Home Base," 18-year-old Diane Capon, are (left to right): R.A.F. Corporal Neil Williams, Private Robin Ware, Royal Marines bugler Bob Patching (from Chatham), and AB Tony Pordage (from Dover).



COMING ATTRACTION

Striking the dramatic pose is Liza Minelli who, besides being Judy Garland's daughter, has made a tremendous hit with her performance in "Cabaret" which is soon to be released to the Fleet.



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RN
ROYAL NAVY

GALA TIME FOR GAVINTON

H.M.S. Gavinton gently eases her bow through the narrow entrance of Scrabster harbour for a three-day visit to Thurso as part of the Gala Week programme.

The Gavinton, commanded by Lieut A. J. Bensted, was open to the public during part of her stay.

While fishing, a seven-year-old boy, John McAfferty, of Thurso, fell into the outer harbour, but was quickly rescued by Radio Operator Stephen Cox, who dived in fully clothed and brought him ashore.

In the picture (below) rescued and rescuer line up for the camera — in dry clothes — after the incident.

Fished out of the harbour!



Photos: A. M. E. Luciani, Thurso

COMMISSIONING FORECAST

Latest commissioning forecast details are as follows:

SEPTEMBER

LEANDER (GP Frigate). September 26. Trials crew at Devonport. Port Service. Commissions November 16.
ARIADNE (GP Frigate). September 20 at Glasgow. Reduced trials crew. Port Service.

OCTOBER

AURORA (GP Frigate). October 30. C. and M. Party at Chatham. Port service.
MATAPAN (Destroyer). End of October at Portsmouth. Home Sea Service. AUWE trials ship.
KENT (GM Destroyer). October 27, at Portsmouth. General Sea Service. Home.
ADRIADNE FLIGHT. October at Portland. General Sea Service. Wasp.
TENACITY (FPB). October 27 at Portsmouth. Home Sea Service. Base Port Rosyth, but operating from Portland until April, 1973, approximately.
HIGHBURTON (CMS). October 25 (tentative date), at Gibraltar. Base port Rosyth. Home Sea Service.

NOVEMBER

HYDRA (Survey Ship). November at Singapore. Foreign Service (Far East). (Phased). L.E.P.
NUBIAN (GP Frigate). November 30 at Rosyth. General Sea Service. Home / West Indies. R.M.
FEARLESS (Assault Ship). U.K. cooks and stewards replace L.E.P.
LEANDER (GP Frigate). November 16 at Devonport. General Sea Service. Home / East of Suez. Captain's command with full staff.

DECEMBER

ARIADNE (GP Frigate). Mid-December.

Trials crew at Devonport. Port Service. Commission January, 1973 (tentative date).

EASTBOURNE (A/S Frigate). December at Rosyth. Home Sea Service. MEA's training ship.

JANUARY, 1973

EURYALUS (GP Frigate). January. C. and M. party at Devonport. Port Service.
HAMPSHIRE (GP Destroyer). January 15. Trials crew at Portsmouth. Port service. Commissions April 27, 1973.
ARIADNE (GP Frigate). January (tentative date) at Devonport. General Sea Service. Home / East of Suez.
KIRKLISTON (M/H). January. Long refit party at Devonport. Port Service.
LEANDER FLIGHT. January at Portland. General Sea Service. Wasp.

FEBRUARY

MAXTON (M/H). February 8 at Rosyth. Home Sea Service. 1st MCM Squadron.
TRIUMPH (FMS). February. Refit crew at Portsmouth. Port Service.
KEPPEL (A/S Frigate). Mid-February at Gibraltar, prior to entry into standby Squadron. Home Sea Service / Port Service.
ESKIMO FLIGHT. February, at Portland. General Sea Service. Wasp.
DUNDAS (A/S Frigate). February 5 at Chatham. 2nd Frigate Squadron. Home Sea Service.

MARCH

HERMES (LPH). March 2. Trials crew at Devonport. Port Service. Commissions May 31, 1973.
CLEOPATRA (GP Frigate). March. C. and M. Party, at Devonport. Port Service.
ESKIMO (GP Frigate). March 1 at Chatham for trials. Port Service. Commissions May 24. L.E.P.

APRIL

AJAX (GP Frigate). April 18 at Devonport. Trials crew. Port Service. Commissions June 14.
HAMPSHIRE (GM Destroyer). April 26 at Portsmouth. General Sea Service. L.E.P.(A).

MAY

ESKIMO (GP Frigate). May 24 at Chatham. General Sea Service. Home / West Indies. L.E.P.(C).
HERMES (LPH). May 31 at Devonport. General Sea Service.

JUNE

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home / South Atlantic, South America.
ARETHUSA (GP Frigate). June C. and M. Party. Devonport. Port Service.
LLANDAFF (A/A Frigate). June (tentative) at Chatham. General Sea Service.
AJAX (GP Frigate). June 14 at Devonport. General Sea Service. Home / East of Suez / Home. Captain's Command with full staff.
GURKHA (GP Frigate). June. L.E.P. ratings replace U.K. Cooks and Stewards.

JULY

TARTAR (A/S Frigate). July 30. Trials crew at Portsmouth. Commissions November 30. Port Service.
FALMOUTH (A/S Frigate). July. L.E.P. ratings replace U.K. Cooks and Stewards.

AUGUST

SEPTEMBER

INTREPID (LPD). September. Long refit party at Devonport. Port Service.
HERALD (Survey Ship). Reduced trials crew at Leith. Port Service.
TRIUMPH (FMS). September (tentative date). Trials crew at Portsmouth prior to acceptance into Reserve at Chatham. Port Service.

acceptance into Reserve at Chatham. Port Service.

OCTOBER

Nil.

NOVEMBER

TARTAR (GP Frigate). November 30 at Portsmouth. R.M. General Sea service. Home / West Indies. L.E.P.

DECEMBER

HERALD (Survey Ship). December. Trials crew at Chatham. Port Service. Commissions January, 1974.

JANUARY, 1974

HERALD (Survey Ship). January, 1974, at Chatham. General Sea Service.

NOTES

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A - All Cooks and Stewards, B - All Cooks and Stewards other than P.O. Cook; C - Stewards and Cooks for Captain and Wardroom.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

SEPTEMBER

OTTER — At Birkenhead. Final manning date September.

NOVEMBER

CACHALOT — At Devonport. Final manning date November 17.

DECEMBER

ONYX — At Portsmouth. Final manning date December 11.

FEBRUARY, 1973

OTUS — At Devonport. Final manning date February 9.

APRIL

ORACLE — At Portsmouth. Final manning date April 30.

JULY

FINWHALE — At Portsmouth. Final manning date July 23.

AUGUST

OCELOT — At Rosyth. Final manning date August 24.

DECEMBER

OSIRIS — At Devonport. Final manning date December 14.

Drafting preference cards for Electrical branch volunteers are required as follows: Otus — mid-August; Oracle — end of October; Finwhale — end of January, 1973; Ocelot — end of February, 1973; Osiris — mid-June, 1973.

Volunteers from other branches are required not more than one month after Electrical branch.

It's a knock-out gift!



In a short ceremony at the hospital at Port Victoria, Seychelles, Surg-Lieut. Michael Monk presented an anaesthetic machine to Dr. W. B. McGregor, Director of Medical Services, expressing the hope that it would help cement the ties of friendship between the Seychelles people and H.M. ships Beagle and Bulldog.

The presentation had been made possible when Surg-Lieut. Monk, medical officer for the two survey ships, had spent a short period with the Union Defence Force (formerly the Trucial Oman Scouts) in the Persian Gulf at Dubai. Having just taken delivery of a new

anaesthetic machine, the U.D.F. intended to "ditch" their old one, but the R.N. doctor asked if he could have it.

He knew that Port Victoria's hospital was always in need of equipment and that the Bulldog and Beagle would be spending four months in the Seychelles for their season's surveying.

He was given the machine which was, in turn, gratefully accepted by Dr. McGregor at the hospital where it was to be used in the dental department.

'O' LEVELS BY 1975 FOR THE 'MISTERS'

Attracted by the thought of better pay, pensions and status, many ratings may have set their sights on that special badge of rank and the title "Mister."

After 1975, however, to be eligible for selection as fleet chiefs, candidates will need two "O" levels — a requirement which is perhaps not as widely known as it should be.

"Misters" of the future should take heed. It is never too early to set about acquiring the educational qualifications, which must be in English and one other subject.

The "prizes" being what they are, it would be a pity to delay getting the "ticket" until too late.

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Phoebe — girl with a past

No.
202

Ships of the Royal Navy

— AND A ROLE IN WORLD AFFAIRS

TRAFALGAR TO THE MALTA CONVOYS

To read about H.M.S. Phoebe is to embark on a voyage among world-shaping events of history. According to Greek Mythology, Phoebe was the Moon Goddess, and, for a girl who was also described as Goddess of chastity and the hunt, she has had a remarkable past.

In the Royal Navy, her many and varied adventures have spanned two centuries. They can be traced back through six generations of H.M.S. Phoebes to the launching of the first in 1795 — a 36-gun fifth rate which was to serve at Trafalgar.

World events

But it is not fair to associate the name of Phoebe simply with the distant past for today's Leander-class frigate has also been much concerned with world events.

At the British withdrawal from Aden in 1967, she was part of the covering task force and one of the last ships to leave.

It was the Phoebe which, in April, 1970, made a high speed dash from the Mozambique Channel into the Indian Ocean to be at the emergency splashdown position of Apollo 13, the space venture which hit misfortune.

Fortunately, all went well, and H.M.S. Phoebe's assistance was not needed.

The frigate took her place on the world stage again in December, 1971, when she provided part of the conference facilities for Prime Minister Mr. Edward Heath's Bermuda meeting with President Nixon.

Big 'family'

H.M.S. Phoebe is one of the 26 Leander class frigates which make up the Royal Navy's largest "family" of warships.

Displacing 2,200 tons their sleek shapes carry every form of weapon and detection device that can be fitted into ships of their size — including long range air warning radar, the Seacat anti-aircraft missile system, twin 4.5-inch guns automatically fired and controlled, advanced submarine detection equipment, a triple-barrelled anti-submarine mortar, and a lightweight Wasp anti-submarine helicopter armed with homing torpedoes.

The Phoebe (F.42) was laid down in June, 1963, at Alexander Stephen & Sons, Ltd., Glasgow, launched by Lady Frewen, wife of Admiral Sir John Frewen, on July 8, 1964, and commissioned on April 14, 1966.

First in Gulf

After service in European waters, and a short visit to the West Indies, the Phoebe sailed in 1967 for three years' service in the Far East during which she also operated in the Indian Ocean and Persian Gulf.

She was the first ship of her class to appear on the Gulf Station.

After arriving in Chatham in December, 1970, for her second refit the ship was slightly modified to carry a detachment of 22 Royal Marine Commandos.

She sailed for the West Indies in November,



1971. Based on Bermuda to patrol the West Indian and Bahama islands, she took part in exercises with the American and Dominican Republic navies, stood by at St Vincent for the possible eruption of a volcano, and carried the Governor of the Bahamas for his farewell to the Turks and Caicos Islands.

West Indies

Between maintenance periods, patrol and guardship duties, the Phoebe visited Freeport, West Palm Beach, Chaguaramas (Trinidad), Antigua, St Lucia, Barbados, and San Juan.

In Bermuda, the ship's company were to take part in the Queen's Birthday parade before sailing for England in June for a maintenance period at Chatham.

It had been a memorable eight months in the West Indies during which a ship's company of 260 raised £555. On their return to the U.K. this was presented to the Guide Dogs for the Blind Association.

As a result, a young guide dog under training gained a new name — Phoebe.

H.M.S. PHOEBE

PHOEBE BATTLE HONOURS

The Phoebe battle honours make an impressive list — "Africaine" 1801, Trafalgar 1805, "Tanative" 1811, "Essex" 1814, Benin 1897, Zeebrugge 1918, Belgian Coast 1917-1918, Greece 1941, Crete 1941, Malta Convoys 1942, Aegean 1943, Mediterranean 1944, Sabang 1944, Burma 1944-1945.

PHOTO POSTCARDS

Postcards of H.M.S. Phoebe or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen). Stamps, postal order or cheque.

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 64 Navy News postcards are 75p each (including postage).

Other ships in this series are:

Abdiel, Achéron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (pre-mod.), Albion (mod.), Alderney, Andrew, Andromeda, Antrim, Apollo, Arethusa, Argonaut, Ark Royal (pre-mod.), Ark Royal (mod.), Armada, Ashanti, Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick, Blackpool, Blake (pre-mod.), Brave Borderer, Brighton (pre-mod.), Brighton (mod.), Britannia, Broadsword, Bulwark (pre-mod.), Bulwark (mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Fourth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Kent, Kenya, Layburn, Leander, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Otween (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Seahound, Sheffield, Shoulton, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus, Warrior, Warspite, Whitby, Woolston, Yarmouth, Zest and Zulu.

Making a Petit point

It might be said that the achievements of H.M.S. Phoebe reached a peak last April in St Lucia.

A climbing team broke the R.N. record for the Petit Piton when MEA(H) David Lenton scaled the peak in one hour two minutes. Three other climbers also broke H.M.S. Bacchante's record of one hour five minutes.

At his "summit conference," team leader, Lieut.-Cdr. Bill (William Tell) Weston, said: "The goal we pass on is the sixty minute mark."

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Surely petty's not the word...

Letters to
the Editor

I have always held the view that to call our senior ratings "petty" officers is somewhat demeaning, particularly when they are also referred to as "the backbone of the Service."

My dictionary defines the word "petty" as meaning "of small importance, trivial, of inferior status, or small minded." The word is also sometimes used when referring to a lavatory.

I hopefully suggest that none of these definitions describe the non-commissioned officer of the present day and age.

To then describe an NCO as a chief petty officer is a contradiction in terms if "chief" is accepted as "most important" or "leader."

In answer to small son's query: "What are you in the Navy, Dad?" I imagine a CPO to reply: "I am a most important leader of inferior status of trivial small-minded men, son."

Perhaps it is time to change the title by which we refer to the lower echelon of management, and bring them into line with the highly-paid status

which they enjoy.
Any suggestions?

I. E. Williams
(Lieut.-Cdr., R.N.)
H.M.S. Hermes.

Bang on, bosun

In the Arethusa class cruisers of the 'thirties / 'forties, could the six-inch guns be fired by percussion if necessary?

We have an ex-muscle bosun on board here who was a former turret S.T. in H.M.S. Arethusa 1934-6, and he says it was impossible to fire her main armament by percussion under any circumstances.

E. Smith

H.M.S. Belfast

According to *Whale Island experts*, the cruiser *Arethusa* was fitted with Mark 23 six-inch guns on a Mark 21 mounting, with no arrangement for percussion firing.

Sons in the Navy

An ex-pongo myself, I have two sons serving in the Royal Navy, one in H.M.S. Swiftsure and the other in H.M.S. Diomedes.

Since receiving your paper every month I have learned more about the Royal Navy, and reckon I am nearly as well cued up on the Service as if I had actually served in the R.N.

Many thanks for a very interesting paper.

W. F. Beattie

Ballymoney,
Co. Antrim.

Dropping a hint

I am writing on behalf of a number of annoyed Wrens. After religiously buying Navy News every month, we find that H.M.S. Dauntless hardly ever gets a mention.

H.M.S. Dauntless is the training establishment for all Wren recruits, and the part it plays is just as important as that of H.M.S. Ganges.

Unsigned letters

Readers are reminded that anonymous letters cannot be considered for publication. All letters are dealt with in the strictest confidence, and pen-names may be used where the writer does not wish his name to be printed, but all letters must be signed as evidence of good faith.

'ICE CREAM OUTFIT IS UNPOPULAR'

I hope I am not jumping on the "change everything" bandwagon, but I feel that while the change in junior rates uniform is a general topic of discussion, a mention might be made of the most unpopular uniform of all.

By this I refer to the "ice cream outfit" that

officers and senior rates have to suffer as a tropical uniform (No. 6's) abroad.

It is both cumbersome and uncomfortable to wear, and surely presents us with an outdated, Victorian, Imperial image in the countries where we are trying to dispel this image.

White uniform of the style

Their style

Reference the correspondence on pop festivals, we have been to a few, and found nothing more than happy-go-lucky people who enjoy their own style of music and the company of young people like themselves.

We would also like to add our support (and our messmates) to "With It's" comments on long hair. Let's hear more comments on the subject.

Chalky and Nell
H.M.S. Andromeda.

Assistance to authors

Lieut. M. J. Hill, H.M.S. Andromeda, seeks material for a study for naval postal history: "Almost any envelope has a story to tell," he writes, adding: "Readers might be interested to know that the Forces concession rates for postage were first introduced in 1795 with the seamen's and soldiers' penny post."

All I can say to the writer of the letter pleading for long hair (July edition) is, "You ain't got no discipline in yer mate."

According to him, thousands think along the same lines. Well, before they joined the Navy they should have thought about long hair, shouldn't they?

We all know that long hair is not acceptable in any force under the Crown because, apart from looking untidy, it is also unhygienic. It does not show discipline.

If you want long hair, join the Wrens!

When working, long hair would fall in front of your eyes and you would have to keep brushing it back, which would take up half the time.

Maybe you'd think, "Why not put a head band round your head." Well if you want to be

like a Red Indian you'd probably be treated like one.

So if you, and your "thousands" of others want long hair, join the Wrens!

M. McLaughlin
Rainham (Essex).

Hammocks—how 'knot' to do it

While not wishing to poke fun at your excellent publication, may I draw your attention to page 20 of the August issue, and the picture of midshipmen being instructed how not to lash up and stow.

The hammock is being "half-hitched" instead of "marled" in the proper manner, and the net-les have been left hanging adrift at the head.

Should the caption have said, "Spot the deliberate mistake?"

P. L. Johnson
(Lieutenant, SD (B))
Chatham.

On reading the August edition I pounced on a picture which is enough to make quite a few old salts "muster their kits!"

The sailor showing "middies" how to "lash up and stow" needs showing himself. I myself have lashed many a hammock (with

pride) and will be only too glad to show him how it is done.

J. Corkill (LSA)
H.M. s/m Onyx.

Several similar letters have been received. The "instructor" was in fact an overseas midshipman, who posed with two of his colleagues to give an indication of an aspect of training afloat. Navy News is grateful for all the offers to show how "lash up and stow" should really be done, but understands that the young man concerned has already heard all about it! — Editor.

Insect class

Your correspondent, Mr. Thomson, of Dundee, who wishes to read about the exploits of the Insect class gunboats may like to get hold of a book I have just finished, "Beat to Quarters," by Capt. Kenneth Langmaid.

One chapter deals with the advent of the Insect class — remarkable ships. To quote the author, "Much had been asked of them. They never failed."

C. W. Codner
Hartlepool, Co. Durham.

In Cochrane

In reply to the query re Beating to Quarters (July edition), I was reminded that this was also carried out in H.M.S. Cochrane in the later part of our commission, 1911-13.

E. G. Hardy
Swanage, Dorset.

Foiled again!

Reference the article "Sank 49 Ships" (July issue), the yarn about the bearings that ran and were repaired with tin foil is as old as the hills.

It was first told in the E-boats in Harwich in the First World War, and later repeated at Lerwick in connection with a deep sea trawler and on other occasions in Australia.

Pure and unadulterated bosh. Any man going to sea in the engine-room of a small ship could have told the author of the book the obvious truth.

W. Sadlier
Chatham, Kent.

Barbara goes to see...

"Ah, I see it all now," actress Barbara Mullaney seems to be saying as she looks out across Manchester through the periscope of H.M. submarine Grampus.

Miss Mullaney, who appears in "Coronation Street," was visiting the submarine to help out with a party for children in the care of Manchester Council.

The Grampus was on a courtesy visit to the Port of Manchester at the time. Instructing Miss Mullaney in the use of the periscope is MEM Michael Poulter.



Devonport 'send off' for Navy's Apollo 9



It's not the first time Mr. W. Moon, of London (above), has worn a cap with the H.M.S. Apollo tally — as a leading stoker he served in the sixth ship of that name from 1918 to 1920.

Mr. Moon, seen with MEM Cyril Doole (left) and LMEM Alan Lloyd, was one of the guests at the commissioning of the new Apollo, the ninth ship to carry the name and the 25th Leander-class frigate.

Built by Yarrows on the Clyde, she was launched in October, 1970, and first wore the White Ensign in June this year.

The ship is commanded by Capt. R. L. Garnons-Williams and at the commissioning ceremony at Devonport in July, the cake was cut by Mrs. Garnons-Williams, assisted by JS Stephen Hopley (picture left).

Photos: CPO Brian Gentry

POINTS LEADERS

ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

Total points on rosters in List "A" are adjusted in accordance with DCI(RN) 767/71. Points shown against men in List "B" are as held at November 30, 1971, i.e. total points gained up to, and including, those awarded on form S.507 for May, 1971.

Ratings lacking seniority, V.G. conduct, or medically unfit have been omitted.

"Int" indicates that the roster is "Intermediate," i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months. Dates shown against INT rosters are the basic dates of the top man.

Ratings on intermediate rosters and those who were ineligible for inclusion on forms S.507 in May, 1971, are included in basic date order, i.e. date of application for examination if before December 1, 1971, or date of passing if after this date.

IVESTON CALL

H.M.S. Iveston's visit to Newcastle was to continue the strong ties with the nearby "namesake" village. Twenty representing the officers and ship's company went by coach to the village's New Inn where mine host provided dinner, the hospitality being returned with a feed on board for visiting Ivestonians.

LIST "A"		LIST "B"	
PO	102	POWTR	228
POSA	294	POA(MET)	228
LCK	202	(Basic date)	28.11.70
RPO	156	POA(O)	125
POOEL	Int	LA(AH)	16.8.70
Int	RS		
RS	251		
LRO(W)	Int		
LMA	147		
WREM	Int		
CEA(A)	93		
CELMN(A)	Int		
POAF(AE)	134		
POA(AH)	253		
LREM(A)	141		
POA(PHOT)	215		
LS	Int (23.9.71)	LWTR	Int (21.2.72)
LSA	205	POCK(ex S)	342
POSTD	135	LSTD	Dry
POCEL	Dry	LCEM	Dry
LOEM	Dry	POREL	Int
RS(W)	Int	LRO(G)	130
CY	186	POMA	269
POMEM	Int (29.6.71)	LMEM	Int (4.6.71)
LROCT	93	CAA(AE)	CAMN(AE)
CAA(O)	CAMN(O)	Int	CREA(A)
Int	CRELMN(A)	Dry	CRELMN(A)
LAM(AE)	171	Dry	LAM(O)
LEM(A)	98	POREL(A)	148
POA(SE)	327	LA(SE)	Dry
LA(PHOT)	Dry	LA(MET)	Dry

5-HOUR WATCH EXPERIMENT

The Pentagon is studying results of an experiment on board the American aircraft carrier Constellation and other ships, where five-hour watches were tried.

Promotions to Chief

Authorizations for the promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued:

Gurkha took U.K. weather

H.M.S. Gurkha sailed out into the famed West Indies sunshine — to be greeted by rain, squalls, storms and high seas.

In one place, Carriacou, there had been a drought, but the frigate arrived and put an end to that. It poured!

However, the ship has been "doing the rounds," with a helicopter rescue of a pilot from a light plane in a mangrove swamp, firing salutes, attending regattas, and doing the odd stint as a "passenger liner."

One night off Antigua, Surg. Lieut. Nicholas Drew went in response to a mercy call from a Liberian tanker, and was winched down by helicopter.

TO CPO — F. W. T. Forsyth 890368; N. Belding 889304; J. Hobson 926090; P. J. Miller 911278; W. H. Gibson 921351; R. Bennett 928490; B. J. Bushell 957072; C. L. Robertson 921707; W. P. Garrod 952684; E. Scidluna 929999; R. J. Nicholls 944392; R. J. McConnell 944323; B. C. Schillemore 871252.

TO CCY — D. Dallas 972177.
TO CRS — N. W. Atha 952223.
TO MAA — D. S. Scott 962939; B. A. Church 795799.

TO CPOWTR — B. Sheldon 952229; E. W. Golding 958317; R. J. Robson 953099; B. McConochie 977507; A. L. Lowe 966595; J. H. Lloyd 950615.

TO CPOSA — J. F. Murray 981710; P. J. Macfarlane 961782; J. J. Lamb 073199; F. A. Holland 052223; G. Boland 057361; R. C. Stubbs 904025.

TO CPOCK — W. J. Mathieson 932001; P. T. G. Harbour 919469; J. C. Nelson 932116.

TO CPOSTD — J. R. Lamond 930021.

TO CPOMEM — B. B. Mather 907760; A. Gross 903111; L. E. Moysey 934772.

TO CPOMA — J. G. Cornelius 968978; D. C. Grazer 940814.

A sick seaman was flown back to the Gurkha, where an immediate operation for appendicitis was successfully performed, and he is now sailing the seas again.

Should encourage him to stay on top!

Anybody can get a cup for winning something, but only a matelot could get one because he didn't. That is why the picture with this article is somewhat unique.

The Royal Navy, rather more so than the nation as a whole, is rather keen that people who fall in the water should not "go down for the last time."

A "Learn to Swim" competition in the Fleet, with all ships competing, was won by H.M.S. Palliser, but when the Captain of the Fleet (Capt. P. A. Bence-Trower) went to hand over the trophy, the problem was who should receive it.

The chosen sailor was AB Roy Ware, who was the only non-swimmer in the ship unable to "make the grade" in the test.

For the success of the others he received the cup — a some-

what humorous occasion as might be expected, but encouragement for him to try again.

On behalf of H.M.S. Palliser, winner of the Fleet "Learn to Swim" competition, AB Roy Ware receives the cup from the Captain of the Fleet (Capt. P. A. Bence-Trower). Looking on is the commanding officer of the ship, Lieut.-Cdr. G. M. Tullis.



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PREENING SEAHAWK

Work has started on a £5.5 million programme to modernize the sleeping, messing and recreation facilities of H.M.S. Seahawk, the R.N. air station Cudrose, in Cornwall.

The foundation stone was laid on July 7 by Lord Mowbray, deputizing for Mr. Peter Walker, Secretary of State for the Environment.

Cudrose is the largest naval air station and the biggest helicopter base in the British Isles, and £3 million has already been spent on modernizing the technical and airfield sites.



Now Joe is a Tartar 'watch keeper'!

Handicapped schoolboy Joseph Perera (16), who has been a pupil of the Chailey Heritage School, near Lewes, since he was two, received a visit from four representatives of the Royal Navy.

At the end of the last commission of H.M.S. Tartar, now in long refit at Portsmouth, the ship's company heard of Joe's great interest in the Navy. Although handicapped with spina bifida, he takes an active part in the school's Scout troop and is building up a collection of Airfix ship models.

Three members of the ship's company, POOE1 Philip Pinnock, LS Geoff Matthews and LMEM Paul Cleverdon, accompanied by former first lieutenant Cdr. David Beesley, from Fleet H.Q., Northwood, visited Chailey Heritage and, at a ceremony before the assembled school, presented Joe with a watch for his general perseverance.

He has overcome a daunting series of personal difficulties and has represented his school at the Stoke Mandeville Games for the multi-disabled.

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Arethusa (h)itch

Since returning from the Far East and well-earned leave, the ship's company of H.M.S. Arethusa have been acclimatizing themselves to the weather and learning the meaning of some of the popular "in words" of the day.

For instance, "working to rule"...

When dockyard labourers, during a spell of disputes, left the ship for their nine o'clock break, they noticed the brow was one month out-of-date for test.

So of course, they had to wait until the brow was replaced, before they could get back on board again.

There were, of course, other problems as well, faced with as much sense of humour as the circumstances would allow (remembering that everyone was itching to get down to Portland for inter refit work-up before both Portland and the ship were due for summer leave!)

Playground project

The tiny village school at San Shek Wan, on the rugged north coast of Lantau, Hong Kong's largest outlying island, now has a well-equipped playground, thanks to the efforts of sailors from H.M.S. Yarmouth.

Spending a month as Hong Kong's guardship, the Yarmouth quickly became associated with the British Forces' extensive community relations programme and moved in two groups of ten sailors to complete the project.

Camping nearby for one week, they erected two swings, two seesaws and a climbing frame, and established a close link with the local community, particularly the grateful children.

San Shek Wan has no telephones and no roads, being accessible only from the sea and concrete paths over the hillside. This resulted in the back-breaking task of man-handling all materials from the jetty to the school.

New look for Torquay

Due to start work-up at Portland shortly following her sea acceptance trials is the Whitby-class (Type 12) frigate H.M.S. Torquay, sporting something of a new look.

First feature to catch the eye will, no doubt, be the large "building" aft which can accommodate more than 30 officers under training.

Since first commissioning in 1956 the Torquay has been employed as an operational escort and later as a member of the Dartmouth Training Squadron. In mid-1970 she was taken in hand at Chatham and fully converted to the dual roles of navigation training and marine engineer officers' training ship.

COMPUTER AID

At the same time she was equipped with CAAIS, the Navy's computer-assisted action information system which is to be fitted extensively in frigates and smaller ships where its "big brother" ADA (Action Data Automation) is not suitable.

The Torquay is carrying out the development trials of the system, which thoroughly modernizes the ship's operations room.

In the new "hotel" are two, three and four-berth cabins for 33 officers under training, and also incorporated is a large charthouse and classroom. Work to

accommodate the construction has included the addition of four extra feet of funnel.

Although well supplied for her training role and provided with modern accommodation, the Torquay is fully equipped to fulfil her war task and armament includes twin 4.5-inch guns forward and a triple-barrelled anti-submarine mortar aft.

A member of the Second Frigate Squadron, she is based at Portsmouth.

Here's something for the lads at the Brixham Seamen's Boys' Home to get their teeth into! It's the splendid commissioning cake of H.M.S. Torquay, whose commissioning ceremony was cancelled due to the Service mourning for the Duke of Windsor. Anxious not to waste the cake, the ship donated it to the Mayor of Torbay, to go to a deserving cause of his choice. The men who baked the cake, Leading

Cook Brian Tanner and Cook Geoffrey Saunders, were happy to endorse that choice — and there was certainly no complaint from the recipients!

Some of the lads are pictured here with the cake, the cooks, the Mayor of Torbay (Ald. Frank E. Martin), the Mayoress and the Torquay's commanding officer (Lieut.-Cdr. Brian Turner).

Photo: West of England Newspapers.



Cutting a dash following her conversion is the frigate H.M.S. Torquay, showing off her new "hotel" aft.



Undergrads at sea

The Royal Navy's "university fleet" is growing with the opening up of the Royal Naval Unit at Southampton this autumn.

The first unit was started at Aberdeen University in 1966 and the Liverpool and Glasgow units followed last year.

Each unit is staffed by a lieutenant-commander and a chief petty officer, and the aim is to encourage an interest in the sea and in the Royal Navy in universities, and to enable undergraduates to acquire practical knowledge of seamanship and coastal navigation.

TWO-WEEK CRUISE

A limited number of undergraduates in each of the four universities can become members of a unit and carry out a training programme of lectures ashore backed by practical experience at sea in an inshore minesweeper at weekends.

A fortnight's cruise during university vacation takes undergraduates to ports around the United Kingdom and Western Europe.



While acting as the tender to the Aberdeen Unit, H.M.S. Thornham (pictured here) has been much travelled, having visited more than 100 ports in the last three years.

The other three units use the facilities of their adjacent Royal Naval Reserve Divisions, and go to sea in the second tender of these divisions.

Undergraduates join units for three years, serving as Royal

Navy university officer cadets, and are entered on list 4 of the R.N.R.

There is no obligation to join the Royal Navy, but every encouragement is given to members to apply for commissioned rank in the Royal Navy or the Royal Naval Reserve, in both of which previous service in a university Royal Naval Unit would be an advantage.

Apart from the unit training, the cadets visit H.M. ships and

establishments, both for interest and to take advantage of facilities for training that are not available in the units themselves.

For the officer-in-charge at Southampton University, Lieut.-Cdr. Chris Walker, it was like old times again when he met the coxswain, and found that he was CPO Bill Cook. They first served together in H.M. submarine Aurochs and were then based at Sydney in 1958.

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ALL AT SEA IN DANAE

Helicopter demonstrations and other activities were arranged on board H.M.S. Danae when families were taken to sea for a day before the ship left Devonport for the Mediterranean. The photographer put his wings on to get this splendid "bows on" shot of the frigate and the watching guests.

Picture: CPO Brian Gentry



For families — page one

There's no base like home

Just how big is the gap between Service sympathy and action when men and their families look like being "messed about" through a ship's change of programme?

The question arises through an angry letter from a Plymouth wife, who says:

"My husband joined his ship in late August 1971. She is supposed to be Plymouth based, and because of this myself and many other families moved there.

"It now turns out that the ship is being changed to Portsmouth based, so what happens to the families back in Plymouth? They won't see their 'Man at the Top' except at week-ends when he is not on duty.

"Goodness knows it is difficult enough to keep a happy family atmosphere in Navy life with our men going to sea, without making it more difficult by keeping them away from us when they are supposed to be 'home.' Even Families Day was held in Portsmouth.

"Incidentally, this is just one of several changes in the ship's programme since my husband joined her, but it is the most infuriating one of all."

In trying to answer the letter, it is only fair to mention at the start that "the Service" is not a nameless being, but a lot of other people who have had their own experience of "Turbulence."

Pompey pose

Six-year-old Andrew Bradbury finds the controls of the H.M.S. Charybdis helicopter more fascinating than having his photograph taken when the frigate had a families' day at Portsmouth. With Andrew are his dad, Mech 1 Gerry Bradbury, his mum, Mrs. Rosalie Bradbury, and twin brother Graeme.

If "authority" is only too well aware of the effect on individuals when there are changes of programme, what do they do about it?

In the case of our reader from Plymouth, the fact that her husband joined the ship in 1971 means that by the time the base port is changed he should soon be coming up for a new job — and this could possibly fit in with his Devonport arrangements.

Careful consideration

In fact, the effect on all Devonport preferences of this base port change is under careful discussion between the ship's captain and the drafting organisation, to see what would be the best solution.

Families can be quite certain that when the possibility of base port change looms up, the manpower aspect is a major consideration, and nothing drastic happens until considered right up to Board level.

The whole object of this side of naval planning is to reduce "turbulence" to the absolute minimum.

Navy News has no information about the Families Day for this Devonport-based ship being held in Portsmouth, but decisions of this kind are by no means displeasing to everybody.

It would not be uncommon for a "Devonport-based" ship to have say only one-third Devonport people, quite a lot of Pompey, and the others from the London area, Midlands, etc. The Devonport contingent would represent the biggest unit, but by no means form the majority of the ship's company.

This is not to "explain away" the Families Day being held at another port, but does give a fairer picture of the actual effect. It could be that no more were huffed than pleased.

Navy News hopes that the Devonport reader and all the other families concerned will find there has been a happy solution.

Difficulties here and there with the base port programme should not cloud the tremendous overall effort being made by such arrangements to bring more stability to naval life.

Cheers!

A great cheer goes up as Lorraine Murray, nine-year-old daughter of POSA William Murray, helps MEA John Sage, chairman of the Dargetts Wood Estate Community Centre, to present a cheque for £75 to the headmaster of Lordwood County Primary School, Chatham.

The money will help to buy a heater unit for the school's swimming pool.

Many of the children at the school live on the Dargetts Wood married quarters estate.

Photo: Russ Whalley



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Rowner's tot fund joy

Provided through the generosity of the Sailors' Fund, the new £92,000 recreation centre at Rowner, Gosport, was formally opened on August 14 by Lady Lewis, wife of the Commander-in-Chief Naval Home Command.

At the centre in this married quarters "town" is an enclosed swimming pool with a toddlers' "splash around" area, an upstairs club bar with observation window overlooking the pool, and outside provision for tennis, netball, and eventually team games.

Quality of life at Rowner should be enormously improved by the sports centre, which is in addition to the existing community centre.

Expenditure on such a vast scale could not have been possible without the Sailors' Fund, but with the capital cost paid only the running charges have to

be met.

The Residents' Association Committee have agreed that membership rates should be £3 per family (annual), or £1 quarterly. For short-stay residents, a monthly membership of 50p per family is available.

All families resident in married quarters are eligible to join — not only those at Rowner.

The opening ceremony was marked by a "big splash" — the hole in the water was made by Mr. Ronald McKinlay, Chairman of the Residents' Committee, who cheerfully allowed himself to be thrown in by a crowd of eager children.

His familiar pipe still firmly between his teeth, Mr. Ronald McKinlay (Chairman of the Residents' Committee) surfaces after his fully-dressed initiation into Rowner's new swimming pool.



For families — page two

DON'T BE VAGUE, ASK...

The Royal Navy's big heart has so delighted Mrs. D. McCrory, of Sudbury (Suffolk) that she wrote to tell Navy News all about it.

Her son, L/S A. G. A. Hague, serving in H.M.S. Lincoln, was only nine when his sister went to the United States 17 years ago.

One hope when he joined the Service was that he might get to America to see her, but the opportunity did not happen.

"This year," said Mrs. McCrory in her letter, "my daughter managed to come to England, but we learned that her brother would be in Singapore at the time."

"Everyone said it was no use writing to the Navy about it, as they would not do anything, but through his commanding officer and others my son was able to fly home to be reunited with my daughter."

"I thank the Navy, and hope you will print this letter to show the appreciation of a very grateful mother."

ULSTER SWITCH

To enable next-of-kin resident in Northern Ireland to visit Servicemen for whom leave travel to Northern Ireland has been banned, approval has been given, as an exceptional measure, for two of the four basic leave warrants to be transferred.

The arrangement is subject to conditions which should be studied by any personnel who may be interested.

Busy time for Portsmouth club

Portsmouth's Royal Sailors' Home Club is probably one of the biggest "hotels" on the South Coast, according to the Chairman of the Management Committee, Commodore C. J. A. Johnson, speaking at the annual meeting on July 26.

The Commodore mentioned that a sailors' home club was first

established on the site in 1851, and in the year 1884 the total of boarders accommodated was 418, casual beds 8,315, and shipwrecked men, 66.

"It is a far cry from then till now," he said, "when with the club 100 per cent. full we can accommodate 333 men per night, or the staggering total of 121,545

per year."

Commodore Johnson's club report, and also that of the Hon. Treasurer, Lieut.-Cdr. J. F. Rockey, spoke of rising costs offsetting revenue increases.

"However," said Lieut.-Cdr. Rockey, "we are a non-profit making organization and should consider ourselves fortunate, in comparison with other clubs run for Servicemen, that we completed the year 'in the black' and not 'in the red'."

Though 1971 was not financially one of the best, it was a good one so far as usage of the club by members was concerned.

Presiding at the meeting was Admiral Sir Andrew Lewis, Commander-in-Chief Naval Home Command.

'COOK NAVY'

There's money as well as pleasure in good recipes, as the King George's Fund for Sailors has found out.

The publication "Cook Navy" was compiled from recipes contributed by wives (and husbands) who have been or are connected with Britannia Royal Naval College, Dartmouth, and the fund's Dartmouth Committee have sold well over £500 worth of copies.

It is well presented, and the washable cover — ideal for kitchen use — displays an attractive reproduction of the KGFS crest.

Because of corporation tax problems, the publication will in future be marketed by Seafarers Ltd., from the fund's head office at 1, Chesham Street, London SW1X 8NF. Copies cost 75p each.

Credit for publication remains with the Dartmouth Committee, an acknowledgement being included in the book.

Well, dad's busy...

"Mum got dad, but we got some real presents" seem to be the sentiments of Nicholas (4), and Allison (5), but CPO Paul Carey and his wife Margaret were obviously very pleased to see each other again when H.M.S. Cleopatra returned to Devonport after ten months abroad.



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A few words on safety...

Bursting into flames of a compartment newly done out in fire-resistant paint sounds a remarkable occurrence, but that is the theory of the cause of an outbreak on board one of H.M. ships.

The seat of the blaze was the LOX compartment, and it is believed that leaking oxygen had accumulated, though the actual cause has not been firmly established.

However, it is now felt that the presence of organic paint coatings on bulkheads in the vicinity of hp oxygen lines must be regarded as a hazard. Instructions are given for precautionary measures.

DCI (RN) T 509

The new aluminized fire-fighting suits for naval aircraft firefighters have

created a slight problem — the axe cannot be belted on in the traditional manner.

However, the fireman's axe still has to be readily available, and it must be attached by Terry clips to the PD150 extinguisher.

DCI (RN) S 175

Towing hawser failures have resulted in a decision to replace the non-pattern Duplex bronze thimbles fitted with steel links by cast steel thimbles and similar links.

DCI (RN) T 516

Record rules

Buying a record means that the purchaser can play it to himself, family, and intimate friends — but not in public.

There are copyright laws affecting literary, dramatic, and musical works, and anyone concerned in organizing or authorizing performances should study the rules.

Failure to do so may prove expensive.

DCI (General) S 58

Movie news

Elf cinema projectors will over the next few years replace the existing Bell and Howell and De Brie patterns at present in use.

DCI (RN) T 513

SHOTGUN NAVY...



The small stocks of 12-bore shotguns are to be issued on a limited scale to H.M. ships and shore establishments, R.N.A.S. Yeovilton coming top of the list with an allocation of six.

DCI (RN) T 492

Stocks of bayonets with polished blades have finally run out, and no further demands for them can be accepted. All bayonets issued in future will have phosphated blades.

DCI (RN) T 493

House letting

Have you let your house — furnished or unfurnished — and wish to get it back?

Useful guidance has been drawn up (including the rights of tenants) but much depends on the circumstances in each case. Citizens' Advice Bureaux will be helpful, but it may well be desirable to consult a solicitor.

Spending a little money on expert advice at an early stage usually pays dividends in the long run.

DCI (General) S 61

So use your lid—you know it makes sense

Anyone motor-cycling without a crash helmet must be wrong in the head, or is highly likely to be after the first prang.

There are stringent rules about the wearing of safety helmets by Service motor-cyclists on duty, but it may not be generally known that they can also use this article of equipment when motor-cycling off duty in civilian clothes.

However, whatever the official encouragement and advice, it all boils down to common

sense: Use a lid, or you may find yourself with a wooden box.

DCI (RN) S 178

Warrant officers

Warrant rank is introduced into the Royal Marines with the implementation of the Armed Forces Act 1971 on July 1 this year, the warrant officers being addressed as "Mr." by those of higher rank, and "Sir" by those of lower rank.

There will be no changes in the badges of rank.

DCI (RN) T 488

Leave in Ireland

Taking of leave in Northern Ireland or the Irish Republic is subject to some restrictions, though while the troubles in the North continue most Service men will be well aware of the risks.

DCI (General) T 105

Air travel

Where postings involve travel to destinations not covered or only partially covered by Air Charter or Air Support Command, families should study the latest regulations, especially where there are unaccompanied wives with children, or accompanied personnel with any child under 12.

In some circumstances, direct commercial air passage may be allowed.

DCI (RN) S 171

GET WISE ON DCIs



Fifth and sixth 'fives'

Introduction of the rank of Fleet Chief Petty Officer with service to 27 years has reduced the possibilities for those wishing to be considered for fifth and sixth-five engagements.

However, some openings will remain, depending on the Service requirement for particular skills at a given time. A list of categories for which there is a Service requirement will be published periodically, giving some guidance, but individual quality will be a decisive factor.

DCI (RN) S 167

Would-be chiefs

"Clarification" is a wonderful word, especially when it means what it says to fillers-in of difficult forms.

Would-be chief petty officers, interested in the Selection Boards (non-technical branches) programme for 1972, will be interested to hear that the Management are not altogether happy with Form S.264C, and while they are pondering over it, steps are being taken to remove any possibility of injustice to individuals.

For the 1972 second series Boards only, men who in 1971 were awarded a "NO (soon)" recommendation category will be exceptionally eligible for consideration, provided that ratings concerned are positively recommended by that time.

DCI (RN) T 503

That extra pay

Requalification in escape training is necessary for all submarine officers and ratings receiving continuous submarine pay.

In future, no warnings will be given to those who allow their qualification periods to run out. They will just lose the extra pay.

DCI (RN) S 177

For the practical

While "book learning" is a very necessary way of assessing ability, there can be sound practical men who are not "all that hot" on the paper work.

This has been recognized by the decision to waive, in certain cases, the educational qualification for Able Rate (NAMET 7-7).

This is not, however, an easy way out for all. The new rule still requires sustained effort as well as ability.

The change does not affect Naval Air Mechanic branches.

DCI (RN) S 176

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Seamanship

Seaman ratings should ideally obtain their professional qualifications for advancement while serving in the Fleet, but for various reasons this is not always possible.

Three-to-four week courses are therefore arranged ashore at Portsmouth, Plymouth, and Rosyth seamanship schools, and details are announced of the 1973 dates.

DCI (RN) T 507

Welfare work

Every minute counts in times of domestic crisis, and staff ready to help are often held up by lack of information.

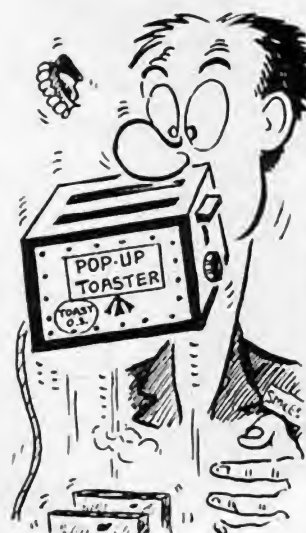
It is particularly necessary in welfare matters that all correspondence and messages should include the welfare authority.

Commanding officers can help by inviting ratings to complete Form S 584 so that they may be sent to next-of-kin.

DCI (RN) T 504

House loans

Last month's DCI page gave a wrong impression on the upper limits for house purchase loans. The amount available is either (a) £1,143, or (b) 12 per cent. of the purchase price plus £100 for legal fees (whichever is lower).



Pop-up toast

Toast is going to be in better supply in the Fleet. New pop-up machines are being introduced as existing equipment becomes unserviceable (except in new design MCM vessels which are magnetically unsuitable).

DCI (RN) T 517

It's a good policy to start early

Ratings interested in setting their feet towards the wardrobe should get their boots on early.

There is nothing to lose by early application. It is not binding and the rating may terminate his candidature at any time.

But early application does mean that candidates give themselves time to get outstanding educational qualifications, and of course it can lead to promotion to officer rank at an earlier age.

Because of the age limits for promotion, it

is particularly important that the rules should be studied and understood and to help in this, "tables of events" have been prepared.

Incidentally, the 1972 Pay Review gives the scale for a sub-lieutenant SD as £8.36 a day, which is the same as a General List lieutenant with seven years' seniority.

DCI (RN) T 521

JUNO BRINGS BACK MEDITERRANEAN SUNTANS

Arriving at Portsmouth after a three-month spell in the Mediterranean is the Leander-class frigate, H.M.S. Juno. The ship was joined by families and friends at Spithead before entry into harbour.

Sporting a suntan equally as impressive as those to be found in the Juno is the sailor (below) from sister ship H.M.S. Hermione, throwing across a line.



The traditional cake-cutting formed part of the day's events when H.M.S. Chichester recommissioned at Rosyth after a ten-month conversion period. The Port Admiral (Rear-Admiral P. White) inspected the guard and took the salute.

Following trials and work-up, the ship's programme takes her to the Far East.

The Chichester is commanded by Cdr. E. H. M. Orme (second from right in picture) and here the commissioning cake is being cut by Mrs. Orme, assisted by

Chichester's back...

Chan Wah Shung and JRO T. S. Steer, youngest member of the ship's company.

On the right is Lieut-Cdr. H. A. Mayers.

Photo: LA S. Forrester



DIEPPE CHOICE

H.M.S. Enterprise, of the Chatham-based Inshore Survey Squadron, was chosen to represent the Royal Navy at Dieppe on August 19 for ceremonies to mark the 30th anniversary of the Commando raid on the French port.

MEM Gary Rae (second from left) shows his Certificate of Commendation to some of his friends.

GARY GETS NAIAD AWARD ..

Prompt action by MEM(1) Gary Rae, which helped prevent further damage and loss of life when a serious defect developed in the propulsion machinery of H.M.S. Naiad in the Atlantic, has received the commendation of the Commander-in-Chief Fleet (Admiral Sir Edward Ashmore).

MEM Rae, from Falkirk, who was on watch in the engine room at the time of the emergency, later received his award from Capt. K. A. W. Pilgrim, Captain of Portland naval base where he was serving with the Fleet Maintenance Group.

... SO DOES DON

Another Naiad award went to PO Donald Pope (24), now with H.M.S. Triumph in Chatham.

He kept cool when a coupling broke in the boiler room, taking action which prevented extensive damage, and in July, Rear-Admiral Colin Dunlop presented him with a letter of commendation from the Commander-in-Chief Fleet.



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'Supership' set to join Fleet

The Type 82 guided missile destroyer, H.M.S. Bristol, the Royal Navy's first purpose-built ship fitted with Olympus gas turbines, is due to sail to Portsmouth at Christmas for formal acceptance by the Navy.

Her main role, early in life, will be that of weapons trials ship. The Bristol, after her contractor's sea trials, has already been dubbed by her crew as a super ship with tremendous sea keeping qualities and enormous reserves of power.

She is 1,000 tons heavier than the County Class destroyers but carries 80 fewer men.

While her single funnel admidship serves the most sophisticated steam plant ever installed in the Fleet, her twin tunnels aft are the exhausts from the gas turbines which are basically modified aero engines from the Vulcan bombers.

She carries a fully automatic Type 4.5 mk. 8 gun, the new Ikara anti-submarine torpedo carrying missile, Sea Dart surface-to-air and surface-to-surface missiles, and a mk. 10 anti-submarine mortar.

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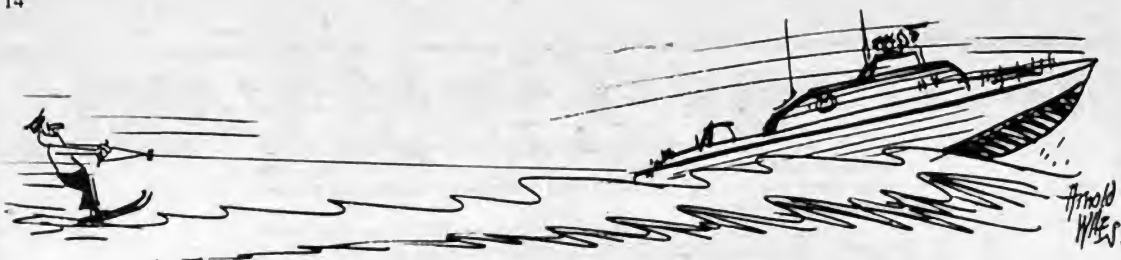
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With their three cups well to the fore, the victorious Fleet Air Arm crew marches "home." Taking the salute is the captain of H.M.S. Daedalus, Capt. D. G. Tiltford.

Record-breakers return

— to a champagne celebration

Fleet Air Arm field gun crew members returned triumphant to their home base at H.M.S. Daedalus, Lee-on-Solent, on July 31.

To the cheers of the sailors lining the route they marched into the establishment, proudly displaying the cups they won at the Royal Tournament.

The crew retained the Fastest Time Cup (2min. 44.8sec.) and the Aggregate Cup (45-31.9 for 16 runs at Earls Court), and shared the Inter-Command Challenge Cup with Portsmouth (27 points).

They shattered all previous records, clipping 3.2sec. off the Fleet Air Arm crew's best time last year, and trimmed the aggregate time

by 2min. 10.1sec. The previous record was set by the FAA in 1965.

The day after their return to H.M.S. Daedalus, the crew — led by the field gun officer, Lieut. David Reardon — marched into Gosport for a mayoral reception.

At the Town Hall they received the mayor's congratulations — and champagne from Mr. Bill Regan, one of the crew's keenest supporters.

Food for thought...

There was a "one up one down" feeling aboard H.M.S. Caprice when "thank you" letters were received from schoolboys who had been taken to sea for a day.

Michael wrote to "thank everybody for being so kind. I hear the dinner was lovely but I never had any because I didn't feel like any. I was going to join the Navy, but I've changed my mind now."

Even seasoned matelots will understand the feeling, however, Ian evened things up with a letter in praise of the lovely dinner and the way they were all looked after.

"I wish I could come to Caprice again," he said.

DAEDALUS CREWS SWEEP THE BOARD

H.M.S. Daedalus crews swept the board in the Brickwoods field gun competition at H.M.S. Excellent, Portsmouth.

The A crew won the Brickwoods Trophy with a time of 1min. 33sec.; the runners-up cup went to the B crew, and the Daedalus officers won the Lieutenants Challenge Trophy (1min. 38.4sec.).

The Powerful Cup, for the fastest run by ratings during the competition, also went to Daedalus A.

H.M.S. Excellent Volunteer Boy Cadets won the Albion Cup in the cadets' contest, and the Aboukir Cup for runners-up went to H.M.S. Victory.

SUNFISH 'SCOOP'!

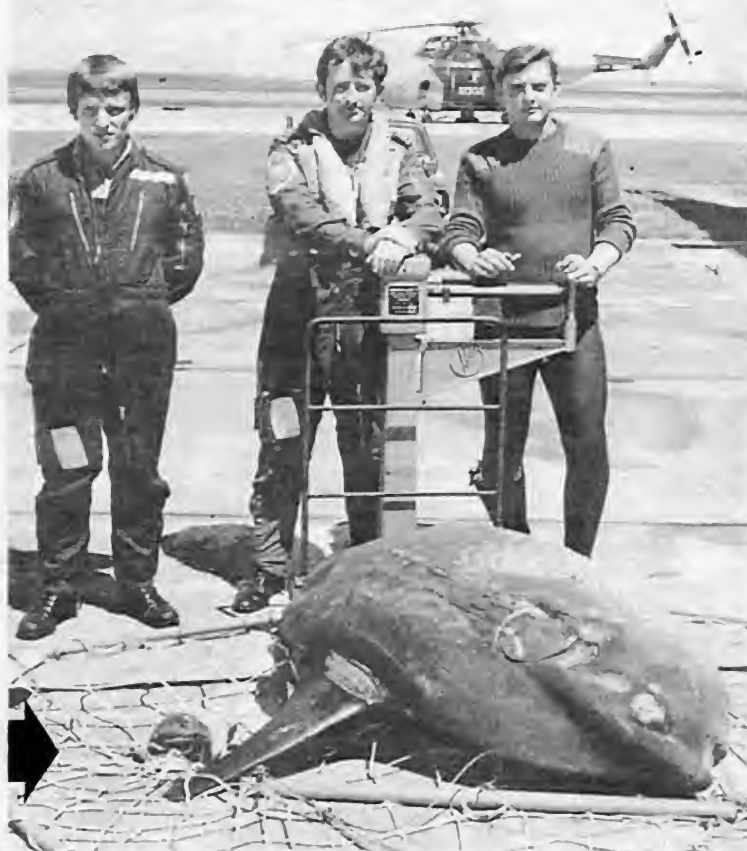
We know that some fishermen will go to any lengths to land a good catch, but this is ridiculous!

Search and rescue pilot Lieut. Dick Purchase and his crew members, Leading Airmen Barrie Hodgkinson and Tab Hunter, pitted the might of their Whirlwind helicopter against an unsuspecting sunfish — and netted a 251lb. prize.

Actually, of course, the pilot and crew had no thoughts of fishing when they set out from R.N. air station Culdrose. They were on a practice run when they sighted the fish near the surface about half a mile off Porthleven Sands.

Using a net designed to scoop up flotsam they caught the fish at the first plunge.

Back at the air station they found it measured 5ft. 6in. across the fins and 4ft. 3in. from nose to tail — surely a British record for a sunfish, particularly one caught by helicopter...



At the weigh-in: Lieut. Dick Purchase (centre), LA Barrie Hodgkinson (left) and LA Tab Hunter, with 251 pounds of sunfish.

Photo: Tony Wilson

Helping to find the right jobs

Everyone leaving the Service to seek a second career understands that with nearly a million unemployed, there must be difficulties.

Some idea of the extent of the problem can be gauged from the report for 1971, presented at the annual meeting of the Regular Forces Employment Association, held in London.

Each year up to 40,000 men and women of the Services become civilians, many of them requiring complete retraining for entirely different skills or professions.

"NO GUARANTEE"

In the year under review, 12,000 men and women registered with the association, and of these 9,000 found employment.

"We are proud of the quality of ex-Servicemen today," said Air Chief Marshal Sir Chris-

'outside'

topher Foxley-Norris, "but nevertheless that quality by no means carries with it a guarantee of employment."

The speaker welcomed the expansion of the Government's training scheme, and mentioned that the number of men applying for jobs offering security and further pension prospects — particularly in the public services, with local authorities, banks and similar institutions — is increasing.

The President (General Lord Robertson) said it was taking longer to place men not only in jobs but in the right jobs, but it was satisfying that most men coming out of the Services had been found suitable employment.

The number of ex-Servicemen who remained unemployed for any length of time was extremely small when judged against the general background.

Reunion At Sea

Brothers Michael and Peter Hannen met at sea for the first time when R.F.A. Reliant replenished H.M.S. Devonshire off the eastern coast of Africa.

Michael (27) is the Reliant's radio officer and he popped across to see Peter (26), a lieutenant serving in the guided missile destroyer.

They are the sons of Commander and Mrs. Hannen, of Lee-on-Solent.

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NN

Cavalier's

NAVY NEWS
IN BRIEF

suspended sentence

Although the White Ensign of H.M.S. Cavalier has come down for the last time, Defence Under-Secretary Mr. Peter Kirk told the Commons that disposal action has been suspended while plans are being made by a Trust to preserve the destroyer as a floating museum.

The ship, which is being kept in as near operational condition as possible, has been transferred to the reserve ships' unit at Chatham, her home port for many years.

One reader has already written to ask, "Where can I send the money? I would like to subscribe towards preserving the Cavalier."

Navy News understands that contributions may be sent to "H.M.S. Cavalier Trust, Rear-Admiral Douglas Parker, CB, DSO, DSC, High Meadow, Walthampton, near Lymington, Hants."

Man with the sad task of hauling down the Cavalier's White Ensign for the last time was RO2 Peter Bird (22), of Nottingham. He had served in the ship for two-and-a-half years.

Photos: Russ Whalley

London's newest tourist attraction, H.M.S. Belfast, looks like achieving the break-even attendance figures, but a special appeal may have to be launched to raise money to combat rust on the upper works.

Capt. S. M. W. Farquharson-Roberts, captain of H.M.S. Vernon, pulled the first pint and officially opened the TASIS' new Sonar Club in July.

The first Westland Aerospatiale Gazelle helicopter for the Royal Navy has made its maiden flight. Thirty are on order for the Service.

Although only vending machines are now in operation in the restaurant at the Trafalgar Services Club, Portsmouth, the other club facilities are still operating.

H.M.S. Exmouth, visiting her "name town," renewed association with the local hospital which has been given a TV set for the children's ward. Money is being raised by the ship to provide a special bed for immobile patients.

Known to Navy men for the past 38 years, the Classic cinema in Commercial Road, Portsmouth, closed on August 6, the final feature being "The Cruel Sea."

Sailors from H.M.S. Warspite, refitting at Chatham, were hosts to 30 children from a Wandsworth school on an outing to Margate's "Dreamland."

The first sea angling contest at a Fleet gathering, held on Plymouth breakwater, was won by men from H.M. submarine Andrew.

For use by all denominations, the newly-constructed Chapel of St Barbara at H.M.S. Cambridge was dedicated on July 16.

About 250 Sea Cadets and boys from senior schools in Devon and Cornwall spent a night aboard H.M.S. Fearless on a trip from Swansea to Ilfracombe.

The Navy's senior RPO when he left the Service, Bill Latter, is now a wardroom receptionist at H.M.S. Pembroke.

AIRFIX NEWCOMERS

Ling-Temco-Vought A-7 Corsair II

Light-weight attack aircraft designed for the U.S. Navy (A-7E with or without folded wings), this Airfix model can also be built as the U.S. Airforce A-7D version. Finely detailed undercarriage bay and full armament. With alternative markings. Price 35p.



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Now it's top cat Leopard

After ten years in the paws of the champion cat, H.M.S. Puma, the "Top Cat" trophy was handed over to H.M.S. Leopard at a ceremony on board the Puma.

Presenting the trophy to the commanding officer of the Leopard (Cdr M. J. Harvey), right, is the commanding officer of the Puma (Cdr N. A. D. Grant).

The trophy, a blue flag with a yellow and red design depicting the car-

toon character Top Cat, is fought for between the four "fighting cats" of the Fleet. One issues a challenge, comprising three sporting matches, to the holder.

The Leopard lost the challenge she made, but because of the paying-off of the Puma, the trophy was gallantly handed over to the last challenger.



Apart from a short spell in the Far East after she left her Vancouver birthplace in 1945, and an even shorter stint as an experimental trials ship in the Med, in the mid-Fifties, H.M.S. Rame Head has spent many of her 27 years in moth-balls.

But things are now very different for the old escort maintenance ship, and the Rame Head is making up for lost time.

In March last year, when she seemed destined for the scrap yard after serving as headquarters ship of the Reserve Fleet, she was granted a reprieve.

She anchored off the pier-head at Whale Island, Portsmouth, and began her new life as a youth visits accommodation ship.

Now she echoes to the sound of excited young voices — and the ring of Royal Marine boots (but that's another story!)

The Rame Head is not a pretty ship, and she may lack the trim lines of some of her younger sisters, but her polished woodwork, glinting brass and shining bright paint would be good for a couple of extra stars on any hotel's rating.

In fact, the dumpy, slab-sided ship has the air of solid dependability of a friendly landlady anxious to prove that she's more than just a not-so-pretty face!

Her job is to provide hotel services for Sea Cadets, Combined Cadet Force contingents and schoolboys visiting the Portsmouth area.

Up to 300 a night can be accommodated in the 440ft. long ship and in the first seven months of this year her "guests" included almost 5,000 boys.

While there is no hard selling of the Navy, the boys do get a chance to live in a ship and experience the naval way of life.

Evening sports, boatwork, lectures and visits to other ships and R.N. establishments are all part of the routine.

Other activities include a duty watch of boys who assist in the

Welcome to . . .

THE RAME HEAD HOTEL!

running of the ship by providing bosuns' mates and gangway messengers, and helping in the Sunset Ceremony each evening.

"Our aim," says Fleet CPO G. B. Taylor, "is to give the lads an insight into the Navy, and to ensure that they sleep soundly at the end of the day."

Fleet Chief Taylor is the Rame Head's first lieutenant —

but that's not the only anomaly in the ship's company set-up

The complement totals fewer than 50, an unusual mixture of Royal Navy personnel, Royal Marines and civilians. Commanding officer is Captain C. W. Mott, Royal Marines, which gives some indication of the Rame Head's secondary role.

Following a cut in the amount of time devoted to seamanship training in the Royal Marine programme, the ship became a classroom for Marine detachments assigned to frigates.

This year already there have been eight courses on board, with training carried out by the sergeant major, Colour Sergeant M. C. Baxter, assisted

by Sgt. Arden.

The Navy's main "representatives" are Lieut. I. D. Hutchins, the accommodated visits officer, who with the help of four senior chiefs is responsible for accommodating the youngsters and organizing recreational activities, including sailing.

The marine engineering officer, Sub-Lieut. Colin Rudkin — who also doubles as the ship's executive officer — has a technical staff who keep the "hotel services" up to standard. Completing the unusual scene are 13 civilians, employed on board mainly as boilermen, cleaners and wardroom stewards.

Mr. Ted Bayliss is respons-

ible for all the bedding stores, a mammoth task, which frequently involves the issue and collection of 250 sets of bedding per week.

It all has to be ferried ashore to be laundered — and that's no easy job when there's a gale blowing!

Resolution's home

The port crew of the Polaris submarine H.M.S. Resolution have "adopted" the Scottish Convalescent Home for Children near Milngavie.

Painting and renovating the home provides a welcome break from life on board the submarine, based at the Clyde Submarine Base, Faslane.



The ship's company of H.M.S. Rame Head.

Two pairs — or four of a kind



Here's an unusual sight — four members of the Second Frigate Squadron lying at North Railway Jetty, Portsmouth, well on their way to becoming the first pontoon gangway across to Gosport!

H.M.S. Hardy completed the "two pairs" or "four of a kind" (they're all Blackwood-class

frigates) line-up when she returned to Portsmouth after a refit in Gibraltar.

From left to right they are H.M. ships Hardy, Exmouth, Palliser, and Russell.

Unfortunately, the squadron's other Type-14 could not be present to make it a nap hand: she is refitting in Glb.

WHICH SCHOOL FOR YOUR CHILD

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Newsview

Cutting tattoo dangers

"Tattooes can kill" is not a statement likely to be taken seriously in a Service full of healthy subjects of the needle art.

However, the reply, "Whoever heard of anyone dying" has rather less point since the inquest on a 21-year-old London labourer who had a crucifix tattooed on his arm three days before his wedding. A few weeks later he died of hepatitis (liver infection).

Although the tattooist told of sterilising the needles, the customer before the victim had been traced as a carrier of the disease.

This is probably the first time that a death in this country has been so closely associated with tattooing, and even at that, the evidence is only circumstantial.

Fortunately not everyone with hepatitis dies, but quite a lot of people do suffer infection, and occasionally the inference of source appears all too clear.

SOCIAL EFFECTS

While smoking 40 a day will continue to steer closer to the last rites than having "Ethel" imprinted for ever on the forearm, the element of danger should be recognised.

Many will believe that the inquest refers to such a rare fatality that it may best serve as a reminder of the social effects of tattooing, the truth remaining that most of the youthful customers eventually regret their initiation into a tradition of seagoing folk.

If authority points out the dangers, and endeavours by age restriction to safeguard the very young, the individual must then decide for himself, but while the practice continues, a little more energy could be directed towards making it medically acceptable.

PRECAUTIONS

The City of Portsmouth is unusual in having a local by-law governing tattooing establishments, and similar control could exist wherever the shops operate.

Most tattooists are careful — after all they want to stay in business — and the force of law would have its effect on the less hygienic practitioners.

In the absence of law, however, a sailor willing to risk a present health hazard — or even a blight on his future — should ensure that needles are "flamed" and that pigment is freshly made and not left over from the previous fellow.

The precautions will help to ensure that he lives and (if research means anything) that means living to regret it.



"Everybody else gets sent on leave to RECHARGE their batteries for the coming term. We have to flatten ours!"

THE QUESTIONS THEY ASK

— and the official views

reviews?" Can't we have an annual rise on the same percentage as the increase in the cost of living. All automatic.

It is a good question, not only for the Royal Navy but for the nation as a whole, but industry has so far failed to reach this "promised land" of organization.

Apart from that, however, the Services would have more to lose by an automatic cost-of-living rise.

Every pay review also includes opportunities for improvements in allowances and benefits, not all of which have anything to do with the cost of living.

Representations on these matters could still be made independently of a pay review, but pressure would be more appropriate when financial changes had to be made in any case.

Any change from the present system could well be to the disadvantage of the Armed Forces.

House letting

Tax in any form is a blistering iniquity, and seldom more so than when a Service man has to move from one area to another and let his house.

Trying to balance the budget, he works out his mortgage payments, rent receipts, and maintenance costs — and then has to include tax deduction.

The answer to his sum is

The long refit system is here to stay — and in this case there has been a major conversion as well. H.M.S. Tiger, while retaining her capabilities as a conventional cruiser, will following her conversion, now be able to carry four Sea King helicopters.

Here a Sea King of 826 Squadron arrived from R.N. air station Culdrose the day before the Tiger's commissioning at Devonport — the first deck landing since her conversion.

enough to send anyone shouting, "Why is there no tax concession for house-owners compelled to move away?"

Well, it is not for want of asking, but all representations on this subject have failed.

If it is any consolation, lots of civvies are in the same position — and they don't like it either.

The claim for a deductible tax allowance has gone through the courts, but the tax men won.

In running ships there are some parallels with cars. Some people get a new car every year, running it without so much as changing the oil and then passing it on to any mug who buys it.

The scale and cost of a major ship refit is such that the Management looked at the idea of "scrap and buy" instead.

However, the long refit appeared to give better value and availability, but while long refits are here to stay, the situation is under constant watch.

For instance, the interval between normal refits might be extended substantially from the present two-and-a-half years in the case of new-design ships.

Even for existing ships, it might be rewarding to continue in operation somewhat longer and assess the true "profit or loss" point.

One point might be borne in mind when arguing over whether change is desirable; the present system does maintain Royal Navy ships at a high level of fighting condition and modernity. Sacrifice in that direction would be hard to accept.

Sea King on Tiger



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THE QUEEN AT DARTMOUTH

Britannias rule the Dart

Taking the Queen to Britannia Royal Naval College, the Royal Yacht Britannia entered the River Dart to the sounds of sirens and car horns, cheers and church bells. As she moored, a 21-gun salute was fired from the college.

The Queen was accompanied by the Duke of Edinburgh, Princess Anne, Prince Andrew, Admiral of the Fleet Earl Mountbatten of Burma, and (on his last day in the Royal Navy) Admiral Sir Horace Law, First and Principal Naval Aide-de-Camp to the Queen.

The weather proved unpredictable, soaking many of the crowds during the Royal visit to the town, and turning wet again during the Queen's inspection of the Royal Guard and Divisions

REGAL BEAGLE

The Royal visitors met officers under training and the college's fleet chiefs and coxswain. They lunched in the gun-room mess; toured displays and exhibitions in the college grounds; chatted to visitors, cadets and officers; saw hockey, cricket and tennis matches in progress, and watched a fly past by six Chipmunk aircraft and a Wasp helicopter of the college flight.

And, to commemorate the occasion, a puppy from the Britannia Royal Naval College beagle pack was named by the Queen. Its name — Regal.

Sword for Roy



ABOVE: Amid all the ceremony, this human moment of family pleasure as the Queen watches her son, Prince Andrew, receive a bosun's call from Mid. K. W. Smith, was captured by photographer Dave Morris.

PRINCELY PIPERS 'CALL THE TUNE'

The Bosun's Call may well have been heard more frequently than usual aboard the Royal Yacht Britannia since the Queen's visit to Dartmouth.

During the Royal visit to the college, a pleasant duty which fell to Mid K. W. Smith, of Portsmouth (who, at 17, was the youngest midshipman in the college) was to present bosun's calls to Prince Andrew.

One of them was for his brother, Prince Edward, who was unable to receive his personally through being confined to the Royal Yacht with chicken pox.

Mid Smith had also presented a commemorative Royal Worcester plate to the Queen.

**Pictures: Chief
Phot. Dave
Morris**

LEFT: It was a particularly memorable day for 22-year-old Sub-Lieut. Roy Clare, from Poole, Dorset. As top officer under training, he received the Queen's Sword from the Queen herself.

Four of the six winners of the Queen's Telescopes were also present to receive their awards.



Princess and the paddlers

Dartmouth's Royal visitors saw displays indicating the varied activities enjoyed by men training at the college — like sailing, rowing, climbing, parachuting, expedition training, sub aqua diving, riding, gliding, and judo.

Here, Princess Anne meets some of the college's canoeists.



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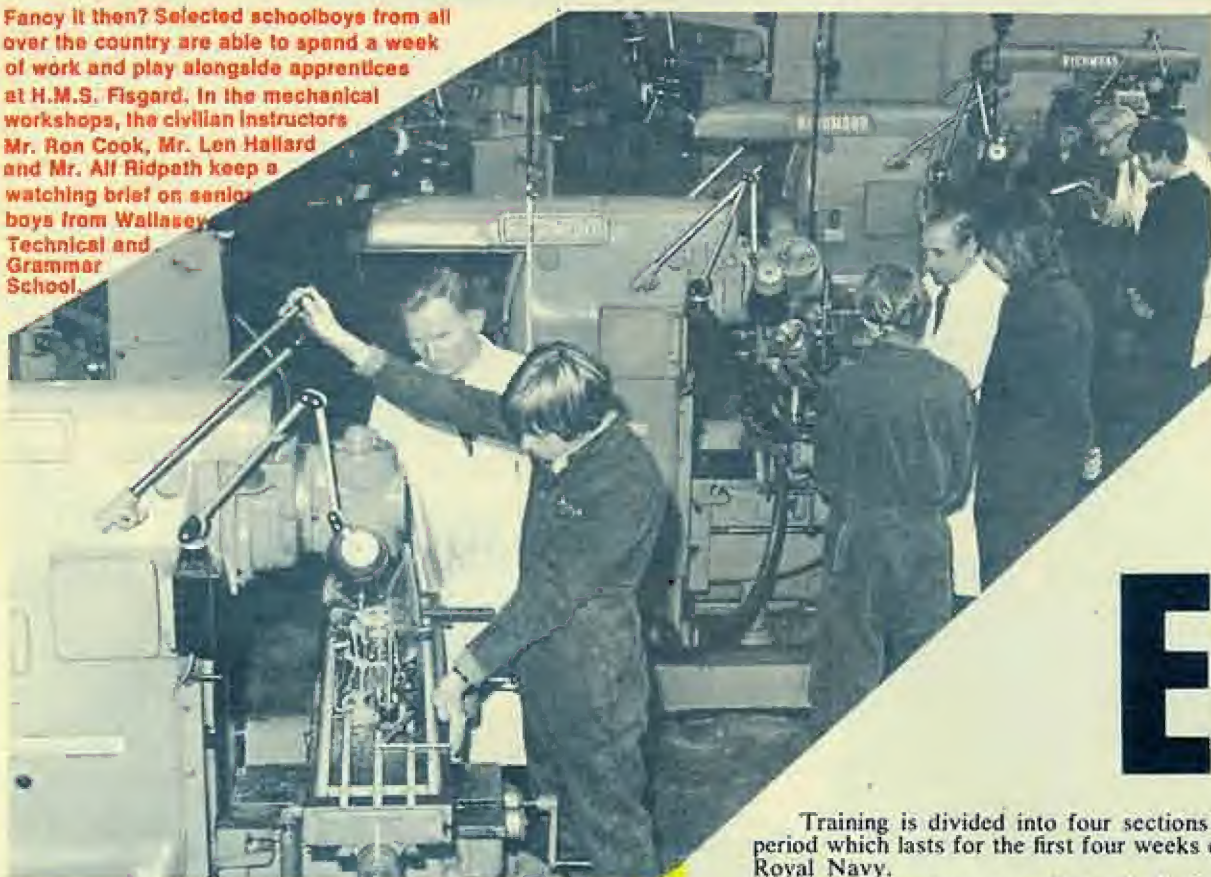
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A look behind the gates of H.M.S. FISGARD

Fancy it then? Selected schoolboys from all over the country are able to spend a week of work and play alongside apprentices at H.M.S. Fisgard. In the mechanical workshops, the civilian instructors Mr. Ron Cook, Mr. Len Hallard and Mr. Alf Ridpath keep a watching brief on senior boys from Wallasey Technical and Grammar School.



Work studies...



Watched by Mr. Norman Wilks, a civilian instructor in the mechanical workshops, Apprentice Jonathan Woolfson uses a micrometer to check the dimensions of a collar.



Commonwealth naval apprentice artificers also train in Fisgard. Here Lieutenant Alan Bussey, engineering drawing instructor, discusses a problem in the plotting of helix curves with Apprentice Okechukwu Okpala, of Lagos, a first term student in the Nigerian Navy.



Training is divided into four sections, the first being the new entry period which lasts for the first four weeks of an apprentice's career in the Royal Navy.

Feeling perhaps somewhat naked after his flowing locks have been curtailed to manageable Service requirements, the newcomer finds himself in boots, and carrying a pack and rifle.

He quickly "falls into step" to look the smart sailor in a Service respected all over the globe, and even learns to survive the terrors of Bodmin Moor. On completion of his month's "initiation," he formally passes into H.M.S. Fisgard and the real training for the job begins.

This normally lasts for three terms, each of 15 weeks, during which he will dig into the academic side — maths, physics, and engineering drawing. But that is only about half the time. The other sessions are generally taken up with craft training in the exceptionally well-equipped factory on the Fisgard campus.

Welding, riveting, working a lathe — these are a few of the skills he will begin to acquire.

After work there is recreation, on a scale which only a fighting service can offer.

Volunteer band

Music in all its forms plays a major part in life today, especially for young people, and the Fisgard volunteer band — really volunteers — is a matter of pride for both members and establishment.

Many characters couldn't play a note when they joined, but under the expert tuition of Mr. Ashton they have been moulded into a very presentable company, with many public performances to their credit.

Do-it-yourself service

"The boss" won't hold up his hands in horror here when the lads bring their bikes into the workshop to tune up or tinker.

The Motor-Cycle Club is a flourishing organization, and apprentices are encouraged to "get the feel of engineering" by servicing and repairing their own machines.

Apprentice Peter Mercier and PO Apprentice Jerry Deniel are pictured here.

AT WORK and A

When "at the factory" means a pop group, opportunities galore, all the gear to mend a motor-bike unbeatable anywhere — that's what makes life so different in the Royal Navy's young engineers.

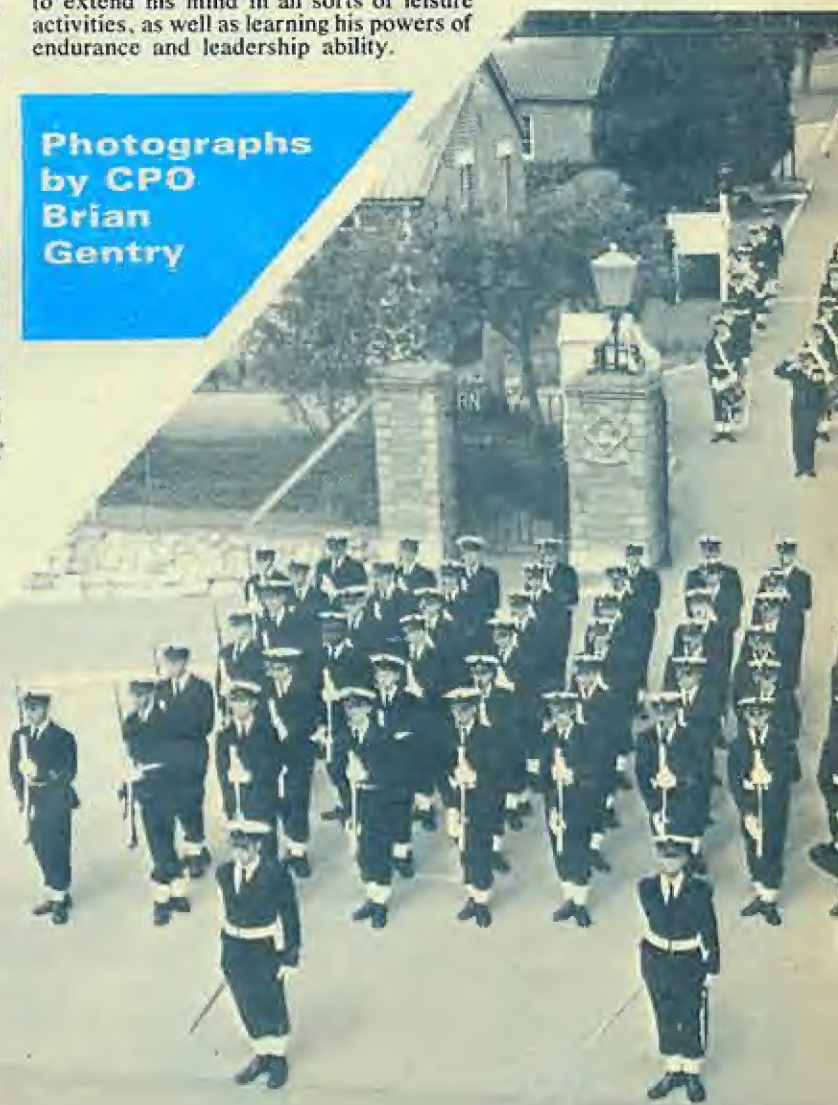
Later, of course, there are ships to work in and the world to visit, but to see how the career begins it is necessary to journey to Cornwall.

Leaving Torpoint by Antony Road, the visitor finds a rather formidable set of gates, usually guarded by a ferocious-looking black

dog, and behind H.M.S. Fisgard, a haven for naval apprentices. Vast area, soothed by green grass, emerges in due time to be responsible for Majesty's ships.

ENGINEER A FINE FUTURE

Photographs by CPO Brian Gentry



FISGARD'S SALUTE

T PLAY

open-air adventure, sport
re, and training equipment
erent from civvy street for

and this wrought iron entrance lies
d, the part I training establish-
artificer apprentices.
s of concrete and brick are
en lawns, and from this mixture
course the young men who will
for the smooth running of Her
s.

ING NE TURE



The man and the badge of skills. This is CPO Apprentice Alan Griffiths, who was leaving H.M.S. Fiscard to continue his artificer training at H.M.S. Collingwood as control electrical artificer.

IT'S A SWINGING PLACE

For a camp dance or "rave up," a disused nissen hut has been renovated by apprentices in psychedelic colour splash to provide the ideal setting for "The Discords," their own pop group formed six months ago.

The group are: PO Apprentice Simon Le Merle (clarinet), Apprentice Michael George (drums), and Apprentices Jim Fleury and Colin Munro (guitars).

Left: Hold your breath — swoosh! Exhilaration with a spice of danger on the "death slide" among the china clay pits at Fiscard's expedition training camp at Maldenwell on Bodmin Moor.

The instructor, CPO Bob Coupland, keeps a careful watch to see that all is well as Apprentice Michael Hadlow finds his "cool" and takes off. It takes a bit of courage!

Below: Fishing is fast becoming a favourite pastime in the Royal Navy, and in Fiscard there is a popular angling club.

Apprentice Derek Barron shows Lieut. Alan Bussey his method of baiting a hook, while Apprentices Ian McAllister and Jeremy Butler cast their lines in the surf at Tregantle beach.



... to Navy News, its readers, and all who have passed through these gates into the Fleet. The Chief GI David Finch parades the 100-strong guard and band at the establishment's main gate. The volunteer band is a matter of great pride both to Fiscard and the enthusiastic members.



Undaunted unites 'twins'

When H.M.S. Undaunted visited Lorient in July she had on board the Mayor of Bebington (Cheshire), Cllr. G. E. Glover. Lorient is Bebington's twin town in France and Cllr. Glover made the private visit as a guest of the Royal Navy.

He met the Mayor of Lorient, families from Bebington on holiday in France, and Frenchmen who had worked in his town on an exchange scheme.

Cllr. Glover also took a great interest in the activities of the ship's company, including numerous sports fixtures against local teams, and two expeditions.

One expedition was led by

Lieut.-Cdr. Dick Smith, the ship's navigating officer, and "stoked" by Lieut. Dave Mutch, the marine engineering officer.

The team took the Undaunted's motor cutter more than halfway through France, via the difficult lower reaches of the River Blavet and 28 locks.

Relaxing on the return passage to Plymouth, Cllr. Glover watched General

At 0250 on August 9, Lieut. F. J. Farman, of 703 Squadron, set his Wasp helicopter gently down to make the 6,000th landing on H.M.S. Undaunted's flight deck. The ship was at sea off Portland at the time, engaged in pilot training.

Drills and presented the prizes. In return he received a bouquet from "Miss Undaunted 1972" — OS A. Harbud in a seductive bikini and a blonde wig!

Lieut.-Cdr. T. M. Honnor, commanding officer of H.M. submarine Andrew, presents Stephen Ward (13) with the Derby Fleury Cup for Endeavour.

The presentation took place after a rough and tumble game of football between boys of Chaucer House, a home

adopted by the Andrew, and a team of players from the boat.

Despite their obvious disadvantages in terms of weight and size, the lads put up a great fight and scored two goals to the submariners' four.

The match was just one of the events planned to get the boys out of the home to meet the Navy personnel and their families.

One or two have already expressed an interest in joining up, and several have volunteered to help with painting the boat!

Another plan to put the boys' already proven stamina to the test is a week-end exped. on Dartmoor.

Argonaut's first with a 'Links'



Right a bit . . . down a bit . . . and there you are — the first deck landing on a Royal Navy ship by a Westland Lynx helicopter.

But as you can see from the photograph by PO(Air) M. S. Lay, this Lynx has a few vital links missing!

The "helicopter," a carefully weighted replica of the real thing, was flown (yes flown, but in a Hercules aircraft) from the U.K. to Gibraltar for extensive deck handling trials.

Apparently bringing the Lynx in for a perfect landing on the deck of the Leander-class frigate H.M.S.

Argonaut is Mr. Trevor Hartwell, chief trials pilot from the Royal Aircraft Establishment, Bedford.

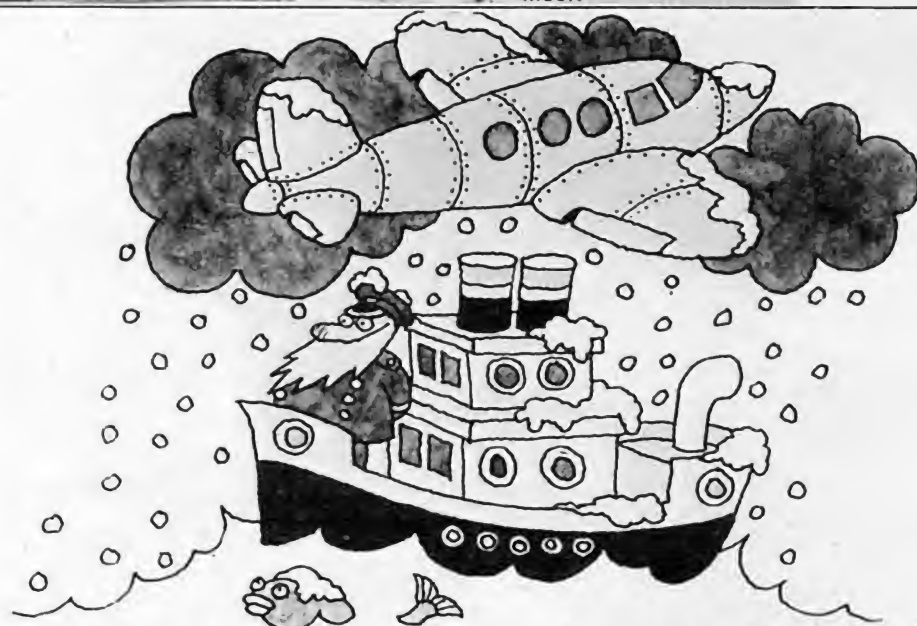
Flight safety fans will note that this particular "Links" is engineless, which should do a lot for its safety record. And it's also without . . . no we won't tell you.

PO Lay has given it an authentic touch by adding a refinement of his own. No prizes for the correct answer, but can you spot it?

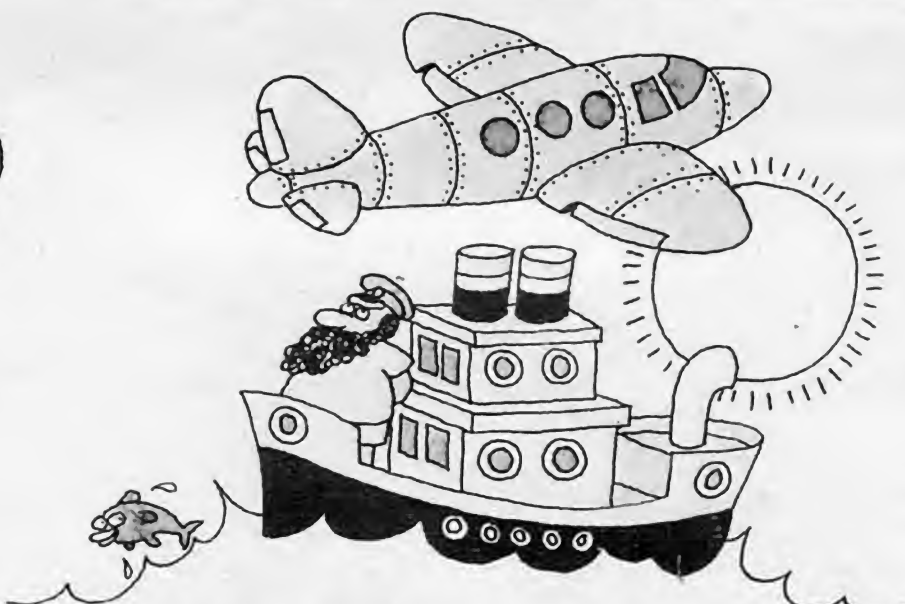
And they say the camera never lies . . .



'Cup match' for Andrew



Through wind and rain and snow and hail...



Through heat and haze and sunny days...



On board a ship...

On board a plane...



When Whitbread travels only the weather changes.

Whitbread beers will taste the same.

RALEIGH MEN IN THE NEWS

Trans-Atlantic 'racers' - in reverse!

Competitors in the trans-Atlantic single-handed race sailed out under the eyes of the world, their day-to-day exploits, adventures — and rescues — receiving widespread publicity.

Once over, interest in the race faded, but for the men with the task of getting the yachts back across the Atlantic, there was still plenty of excitement ahead.

Two young Royal Navy men chosen to make the return trip — officially termed "adventure training" — were Able Seamen Keith Norman and Tim Forrester, of H.M.S. Raleigh.

Keith (21) and Tim (18) flew to the United States on July 21 to help M. Bidel to sail his trimaran, Cap 33, back to Brest.

The two lads became involved in the race through meeting band leader Bob Miller, who gave a concert in the new entry naval training establishment at Torpoint on the eve of the big event.

They were to have crewed the band leader's yacht, Mersea Pearl, but unfortunately it was

dismasted during the race and later sank while in tow.

As their names were still "on the books" of the race organizers, however, they were given the chance of sailing with the Frenchman, M. Bidel.

Both Keith and Tim, who come from Scotland, have been in the Navy a year. After completing their basic training as seamen in H.M.S. Raleigh they went on a five-month special selection for able seamen course in the frigate H.M.S. Ulster.

Then it was back to Raleigh for a course to qualify as leading seamen.

This month Keith is due to go to Britannia Royal Naval College, Dartmouth, as a midshipman, and Tim hopes to follow him in about a year's time, when he has the necessary "A" levels.

AB Keith Norman and AB Tim Forrester pictured working on a yacht at H.M.S. Raleigh before leaving for the United States — and the trans-Atlantic sail in the French trimaran, Cap 33. They expected the voyage to take about three weeks.



Geordie get-together

Four young Geordies from H.M.S. Raleigh had a pleasant surprise when they visited the Leander-class frigate H.M.S. Danae at Devonport.

They met a fellow North countryman, OS William ("Tug") Wilson, of Castletown, and gave him a hand with one of the ship's Seacat missiles.

The lads — John Collins, from Newcastle; Paul Williamson (Great Ayton, Middlesbrough); Dieter Nelson (North Shields) and J. L. Sanderson — were also given a conducted tour of the ship.



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Seamanship School welcomes the ...

BOYS FROM BERMUDA

Twenty sea cadets from Bermuda visited the Plymouth Command Seamanship School, in H.M.S. Raleigh, for training in all forms of seamanship, outside visits and a general introduction to the Royal Navy at work and play.

The trip to England cost each of the boys, aged between 14 and 17, about £100. Parents and friends helped with the lads' fund-raising efforts.

At the school, which is visited by about 3,500 cadets each year, they carried out damage control exercises, fire-fighting and sailing, and received instruction in basic navigation and other seamanship subjects.

They drove a Fleet tender around Plymouth Sound, had a good look at Devonport Dockyard, and enjoyed a day visit to R.N. air station Yeovilton and the Fleet Air Arm Museum there.

At a meeting with the Lord Mayor of Plymouth, Cllr. Jack Luce — an ex-sailor himself — they received a plaque bearing the city's coat of arms. The group's leader, Lieut. (SCC) Larry Weatherhead presented the Lord Mayor with the badge of the city of Hamilton and an antique map of Bermuda.

Before returning to Bermuda, the cadets completed a week's gunnery course in H.M.S. Excellent, Portsmouth, and went to London as the guests of TS Chester, the sea cadet unit at East Ham.

Fire-fighting is usually a serious business, but the sea cadets from Bermuda proved that it can also be fun. Lads like OS Sheridan Bremar (left) were all smiles during their visit to the R.N. Seamanship School. At 15½, this cheerful lad with an infectious laugh was not the youngest cadet in the group, but he was by far the shortest!



What's your excuse for saying you can't seem to save a bean?

Rates of pay in H.M. Forces are pretty good nowadays.

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That's an extra tax-free £2 for every £5 you save.

Ask your Savings Officer/Pay Office for further details, or write to: The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex, HA7 4PX.

A lot of servicemen have already joined. Isn't it time you did?



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CLOSING DATE: OCTOBER 16th 1972



1. Hand out.
4. This officer flies.
8. A naval tactic.
9. Pillage.
10. Negligent.
13. Wing-like.
15. Act out of this world.
16. Cleanse.
18. Entrance.
19. Open ditches
20. Appear.
21. Rise and shine.
25. Sleeps lightly.
27. Spiritual power.
29. Wreckage on the seabed.
32. Equaliser.
34. A gum resin.
35. One way to freedom.
(4, 3).
36. Wartime entertainers.
37. Spoke formally.
38. It is human to do this.

1. Soldier on board.
2. Submarine surfaces.
3. Legally dispossess.
4. Sailors stand at this sometimes.
5. Not quite made it in films.
6. Magnificent.
7. Norwegian.
11. An address at Court.
12. Killed.
14. Animal.

ADDRESS

15. Guided or not it is dangerous.
17. A firth.
22. Chopper that can be ground.
23. Colonisers of Asia Minor.
24. New Englanders.
25. Stop up.
26. Withered.
27. Dissolve.
28. Has an eye for the ladies.
30. The watch has to be this.
31. Style.
33. Provisions.
35. . . the navy and see the world.

CHIEF GETS A DEGREE

CPO Angell's ambition is to lecture in liberal studies after completing a teacher training course which starts next year.

APPOINTMENTS

As a captain, he commanded H.M.S. Yarmouth and subsequent appointments have included Commodore Amphibious Forces at H.M.S. Terror and Senior Naval Member of the Directing Staff of the Imperial Defence College. Since March last year he has been Flag Officer



Rear-Admiral J. A. R. Troup, in a Mark Seven escape suit, about to enter the single escape tower to ascend through 100 feet of water to the surface as he requalifies in submarine escape training.



Ulster's fa

Lieut. D. M. Parratt, Drake January 4 and for Avey in command.

A. Webber. AB. D.069632. H.M.S.
Dryad. July 16.
R. P. H. Lewis. LS. P.069880. H.M.S.
Warrior. August 1.
Lt.-Cdr. N. W. Parker. August 25.

H.M.S. Tartar's mixed bag of foreign coins has been given to the National Society for Autistic Children to convert into sterling and help funds. The society is always willing to make similar collections when coins are available. Information may be obtained from Mr. Philip White, 52, Springfield Crescent, Southampton.

Ulster's farewell visit

She is due to arrive at Portsmouth for the last time on September 29 before going for disposal.

DIARY PAGE

Having a swinging time here in Intrepid



"Action Stations!" was the order, and CMEM Woods, of H.M.S. Intrepid, donned his anti-flash gear and went to work.

But Chief Woods is a keen sportsman, and one of his favourite "actions" is swinging a golf club, so he was quick to take advantage of a lull in the proceedings and get in some practice top side!

The picture was taken during the Intrepid's work-up at Portland.



That's what we like to see. Not just one well-thumbed copy of Navy News doing the rounds, but seven lads with seven copies!

Russ Whalley took the picture minutes before a party of ten English and five Swedish Sea Cadets left H.M.S. Pembroke, Chatham, bound for Gatwick Airport, and Canada.

The boys, who were joined by others from Belgium and Holland for a two-week exchange visit in July, had spent the previous four days with CPO Michael Coles, who runs the CACTO office in H.M.S. Pembroke.

By the way, despite the furrowed brows and puzzled looks, the boys from Sweden assured us that they could read the paper right down to the small ads!

READ NAVY!

Carol graces the Cambria with a visit



Photographer Russ Whalley's picture of 23-year-old Wren Carol Lampard was taken near Chatham on the old trading barge, Cambria, which has been preserved by the National Maritime Museum.

Carol, who lives in Hastings, had just completed initial training at the Supply School, Chatham, and was off to take an education course in H.M.S. Victory.

'FREDDIE' RETIRES

A head naval nurse who served in H.M. hospital ship Maine, as well as naval hospitals in Ceylon, Hong Kong, Malta, and Gibraltar, has just retired.

Miss E. F. Hayter, known to her many friends and colleagues as "Freddie," joined the Navy in 1943.



Fly-tying may at first sound like an unusual hobby for a sailor, but when you learn that the sailor in question — Able Seaman Derek Hughes — lives at Abergavenny, on the banks of the River Usk, it's not quite so surprising.

Derek (22), "Taff" to his mates, is serving in the Leander-class frigate, H.M.S. Danae. As well as fishing and fly dressing, he is keen on swimming and rugby.

'Hooked' on his hobby...

CERTS. FOR SIX

Here are the first six W.R.N.S. stores accountants ever to receive Royal Society of Arts certificates for manufacturers and commerce after a course in the Supply School, Chatham.

Until recently Wrens took only part of the 11-week stores course undertaken by male ratings, but now they can take the whole course and this makes them eligible for the R.S.A. Stage One certificate.

From the left the girls are: Helen Fenn, Jacqueline Yates, Christine Horswell, Lynda Burridge, Janet Thompson, and Sylvia Warren.



Photo: Russ Whalley

Navy News

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Note: For subscribers overseas, including Europe, Canada, U.S.A., and Australia, the remittance, for delivery by surface mail, is the same, namely £1.15 for 12 months, or £3 for three years.

That deadly rattle in my ears,
The breathless pause and then the fears.
The heaving lungs and wretched taste
The money earned, just to be burnt.
'Why do I use the Devil's wares?'
I say each time I climb the stairs . . .

Sub.-Lieut. A. Grant (H.M.S. Drake)
— "ex-60 a day."

THE HAZARDS OF SMOKING

Undoubtedly there are many juniors in H.M.S. Ganges who smoke cigarettes, but few are heavy smokers — due perhaps to lack of funds, and the absence of duty free "blue liners."

It may well be that there are fewer smokers in the establishment now, following a visit by the R.N. Health Information Unit.

A rash of anti-smoking posters heralded the unit's arrival on July 13 and during the six-day visit all juniors attended the exhibition and were shown the cost of smoking, in terms of both cash and health.

A machine for measuring lung efficiency, dramatic diagrams and other descriptive material helped the staff to get their message across. But the exhibit with most impact was a gruesome cancerous lung!

ADMIRAL'S VISIT

On July 18 the Second Sea Lord, Vice-Admiral L. D. Empson, and the Medical Director General (Navy), Surgeon Vice-Admiral Sir Eric Bradbury, visited Ganges and the Hazards of Smoking unit.

They arrived by helicopter and had lunch in the wardroom before

visiting the display caravan. Afterwards they watched new recruits signing on, and while Admiral Empson met divisional instructors, Admiral Bradbury visited the sick quarters.

The unit from the Institute of Naval Medicine, Haslar, started its tour of R.N. establish-

ments on May 1, visiting the West Country, Scotland, East Anglia and the South Coast.

CONVINCING

In three months more than 10,000 personnel listened to the staff's convincing arguments.

"It has created a lot of thought and a lot of talk," commented Surgeon Lieut. J. F. Wollaston, when the unit arrived in Portsmouth on August 14.

"It would be naive to expect to bring about a widespread move against smoking, but at least we have sown the seeds, and I know that quite a lot of people have given up as a result."

His "log book" records the names of many of the visitors and their comments — some in verse like those printed here.



The Second Sea Lord, Vice-Admiral Empson, and the Medical Director General (Navy), Vice-Admiral Bradbury, posed for this picture in the health information unit's display caravan, with members of the staff and JACKS: Linton, Sanderson, Middleton, and Lynskey.



You have been warned

There was a young man with a curse,
His smoking got gradually worse.
He coughed and he coughed
'Til they carried him off
In a box, in the back of a hearse.

PO Marsh (H.M.S. Cambridge).

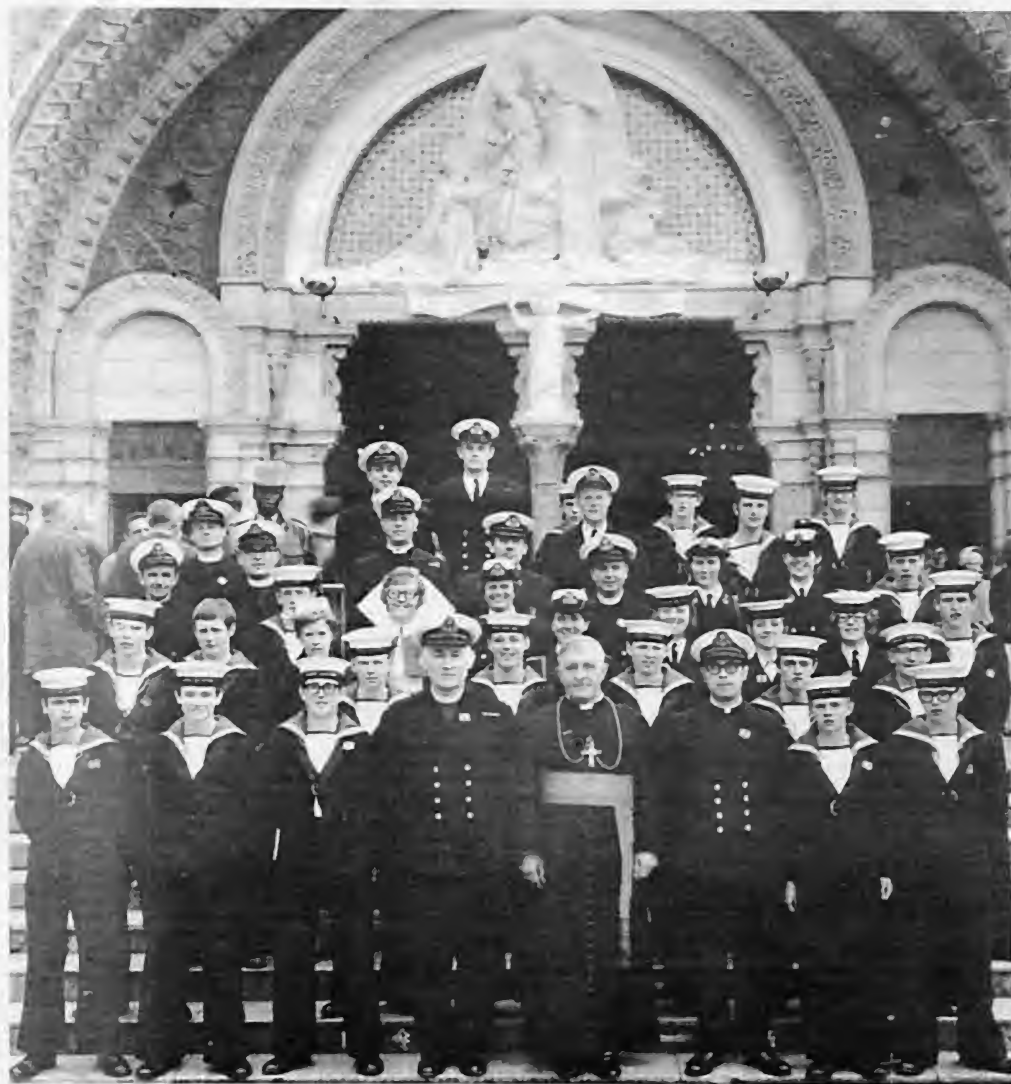
H.M.S.
GANGES
—1890

JANE 'MANS' THE MAST

Taking a break from stressing the hazards of smoking, Leading Wren Jane Sudell found a very different way of putting her health at risk — she "manned" the Ganges mast, climbing more than 130 feet!

Jane, whose previous adventures include a cruise in a sail training ship, was well on her way to the top, but wisely turned back just ten feet or so from the "button" after unsuccessful attempts at shinning up the last section of bare pole.

Juniors join Lourdes pilgrimage



A party from H.M.S. Ganges, including 16 juniors, joined the Royal Navy contingent for the 1972 international military pilgrimage to Lourdes.

Led by Father Brown (third from the right, front row, in this "official" group picture) the party immediately noticed the happy, enthusiastic and youthful atmosphere around the shrine.

H.M.S. Ganges provided the colour party for the procession through Lourdes, and 20,000 military personnel attended mass in the huge underground Basilica. The theme was world peace.

The visit allowed time for sight-seeing trips to the Grotto, Baths and the home of Saint Bernadette.

All the fun of the Fen

Expeditions to the National Trust land at Wicken Fen, near Soham, Cambridgeshire, give juniors from H.M.S. Ganges a wonderful chance to live under canvas and enjoy the fresh air and recreational facilities of this unusual part of the country.

Lieut. M. E. Whitton led a party of 29 junior assistant cooks, stewards and stores assistants on a week's adventure training to the Fen, where efforts are being made to return the area to a reed and sedge marsh.

As payment for the use of the camp site, the juniors worked for part of each day, clearing bushes and young trees from the 300-acre site.

During their visit they also undertook a six-mile trip by canoe to Burwell; a 25-mile hike to Devil's Dyke, an ancient fortification affording an unequalled view of the countryside; and a similar hike to Stretham.

Other "experiences" included a walk through the Fen and surrounding woods at night, when the juniors left the camp site alone at three-minute

intervals.

To prevent them from getting lost, the leaders — Lieut. Whitton and Lieut. R. E. Stainbank, Colour Sgt. J. Rawle and L/Wr. J. Endersby — kept a close watch from concealed points along the route!

Mornings were just as much fun . . . At 0615 the duty instructor roused the boys and assembled them in swimming trunks and plimsolls, each carrying a towel.

After five minutes of P.T. the boys trotted to a nearby pond for their daily swim. "Although rather reluctant on the first morning, they were soon used to it," reports Lieut. Whitton.

Fishing and volleyball proved to be popular pastimes, and the arrival during the week of a nine-man patrol of Army cadets provided willing opponents for a series of volleyball matches.

When the time came to return, the juniors seemed sorry to leave their rather free-and-easy way of life — but everyone was looking forward to having a shower and a good night's sleep in a bed!

Raking around in his old ditty box, Mr. R. L. Maguire, chairman of the Enfield branch, Royal Naval Association, came up with this photograph of H.M.S. Ganges moored in St Just Pool, Falmouth, in 1890, or thereabouts.

He thought the print (which is a copy of a picture in the National Maritime Museum) would be of interest to the juniors of today, and sent it to Navy News.

At the same time, he cast his mind back to his training days in the ship and at the establishment where, without going into too much detail here, it seems he had a rather tough time.

"Our pocket money was sixpence (yes, 6d.) a week, with two bars of chocolate and a stamp — to write home for some more money!" he recalls.

Built of teak at Bombay, this ship was launched on November 10, 1821. She was the last wooden-wall sailing ship to be used as a flagship at sea.

Converted to a training ship in 1865, she was based at Falmouth until 1899, when she went to Harwich.

On October 4, 1905, boys from the Ganges commissioned the Royal Naval Training Establishment, Shotley, and in 1906 the ship sailed to Chatham to become part of the Tenedos training establishment.

She was broken up in 1929 (in the meantime she had been renamed H.M.S. Impregnable) and some of her timbers can now be seen in the main staircase at the National Maritime Museum, Greenwich.

ANDREW and AENEAS



A double dose of subs...

A warship at anchor off Shotley Point is always a welcome sight, and such visits help juniors to understand that their training is to make them competent to take their places in ships at sea.

When H.M. submarine Andrew (above) spent several days at H.M.S. Ganges recently, she was visited by nearly 300 juniors.

They listened to a half-hour talk on the Submarine Service before going on board, in groups, for a 40-minute guided tour of the Andrew, a modernized A-class patrol submarine.

Commissioned at the end of World War II, the Andrew is one of the oldest boats in service. She is now equipped for a training role.



This young "mobile cameraman" was on the spot when H.M. submarine Aeneas arrived at Ipswich for a five-day stay as part of her "Meet the Navy" tour. Juniors from H.M.S. Ganges visited the Aeneas there, and some are seen (right) on the submarine's casing, with PO Sharrocks describing the 4-inch gun. There was a surprise for Junior Assistant Cook Dowds during the visit: he met CPO (Coxswain) Chris Crossman, whom he last saw at the recruiting office in Newcastle when he went to join the Navy!

Photos: LA Peters



BLAKE VICTORY

Each division in H.M.S. Ganges entered a boat, with a coxswain and a crew of 12, in the pulling regatta on July 24.

The boats were towed in a long line up river, and released on the start line.

Anson division, with a rapid stroke rate, took the lead, but were soon overhauled by the Blake boat, which went on to win quite comfortably.

After the race the trophies were presented by Mrs. Ash, wife of the captain of H.M.S. Ganges, Capt. W. N. Ash. The picture shows the victorious team, with their trophies, and divisional officer.



Chair tricks earn praise for Ganges

Now that their hectic four-week stint at the Royal Tournament is over, the members of the Ganges chair tricks display team can look on it with pride and satisfaction.

They performed the difficult display on 54 different occasions, in front of a total of about 350,000 people.

The officer in charge of the party, Lieut. R. A. Simcox, recalls: "The expressions on their faces when they first walked into the arena and saw the size and seating capacity had to be seen to be believed!"

"However, they soon got over their

feeling of awe, and after a few sharp rehearsals they were ready for their first public performance.

"The staff — CPO John Meakin, MEA(H) Chippy Read, PO Spider Webb, IS Andy Cullen and IS Taff Shane — worked tremendously hard, not only on the display itself, but on providing trips and entertainment for the lads during their time off."

Complimentary letters received since the tournament, refer to the juniors' display, bearing and conduct, reflecting great credit on the members of the team, the leadership of the staff, and the general training received in H.M.S. Ganges.



The Fleet's in —at Burnley!

Naval ex-Servicemen's associations based inland get few opportunities of entertaining ships' companies, so Burnley and District grabbed their chance with both hands when they welcomed two ships' crews — all eight of them!

The two petty officers, four other ratings and two Royal Marines were members of the "canal fleet," the converted narrow boats now being used for recruiting purposes.

The two boats — one a mini-replica of the nuclear-powered submarine H.M.S. Renown and the other based on the guided missile destroyer H.M.S. London — were on passage from Leeds to Blackburn along the Leeds and Liverpool Canal.

It is not every day of the week that farm workers in Lancashire and the West Riding see a conning tower and a G.M.D.'s superstructure going through their fields!

After being located by a member of the Burnley and District Ex-Servicemen's Association, the progress of the boats was closely followed, and a welcoming party greeted the crews when they lay up for the night at Barrowford Locks, near Nelson.

The picture shows the president, Mr. Jack Stansfield, shaking hands with RPO David Blane.

Crew members were taken to the George & Dragon at Barrowford, where the landlord, Mr. Fred Daisley — a leading seaman during World War II — made them welcome.

Members of the association are now looking forward to entertaining the crews of the other ships in the "fleet" next year, and hope that arrangements can be made for them to stay a couple of days at Burnley, where there is also a thriving unit of the Sea Cadet Corps.



Lewes

After several years as the branch's hon. secretary and treasurer, Mr. James Taylor (72) handed over the work to another member at the annual meeting earlier in the year.

More recently, branch mem-

bers gathered to see their president, Capt. S. R. Le H. Lombard-Hobson, R.N. (retd.) present him with a "thank you" gift.

Capt. Lombard-Hobson told members that Mr. Taylor joined the Royal Navy as a Boy in 1915.



Royal Naval

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BRANCH NEWS

She's a winner!

Miss Submariner 1972 is 21-year-old Barbara Bushell, who was nominated by Wren Mary Parker, of H.M.S. Eaglet — last year's title holder!

The contest, which is organized by the Merseyside branch, Submarine Old Comrades Association, was held on board H.M.S. Eaglet, and among the judges were Rear-Admiral Sir Anthony Miers and Lady Miers.

Runner-up this year was Miss Jackie Wilson.



What a tot we've got...

A bottle of rum, said to be one of a consignment presented by the Portuguese Government to Admiral Sir John Jervis, Earl St Vincent, at some time after the Battle of Cape St Vincent in 1797, is now a proud possession of the Stone branch, R.N.A.

Kindly donated to the branch by a local brewery, it is in the safe keeping of the branch chairman, Shipmate T. P. Wilson.

And looking after that ancient bottle must be a difficult task — the well matured rum would make a tempting "tot"...

Know your societies

"Contrary to a fairly widespread belief," writes Mr. J. W. Jack, of 36, Roe Glen, Kingsbury, "the Royal Naval Sick Berth Staff Retired Members Association is still a going concern."

All members, and other interested persons, will be welcome at the annual meeting at the Victory Services Club, London, on Saturday, September 23 (6.30 p.m.).

Further information from Mr. Jack, the hon. secretary — and treasurer (Tel. 01-205-7809).

Calling old shipmates

Mr. B. Hosiene, of 25, Martinsdale, Clacton-on-Sea, Essex, is anxious to contact anyone who served in the action of December, 1943, which culminated in the sinking of the German battleship Scharnhorst.

A former member of the crew of H.M.S. Savage, he mentions the battleship H.M.S. Duke of York, the cruisers Belfast, Norfolk, Sheffield and Jamaica, and the destroyers Savage, Scorpion and Saumarez.

Mr. George Clark, 39, Highfield Road, Chislehurst, Kent (ex Writer), acting hon. secretary of newly-formed H.M.S. Maori Association, would like to contact all who served in the ship between 1938 and February, 1942, with a view to organizing a reunion.

Mr. P. (Jock) Lochlon (ex LSM), 25, Erithway Road, Green Lane, Coventry, would like to hear from old shipmates Raleigh (1951-52), Euryalus (1952-53).

REUNIONS

The Royal Naval Telegraphists (1918) Association will hold its 40th annual dinner and reunion in H.M.S. Chrysanthemum, Kings Reach, London, on October 14 at 1830. Active and ex-Service sparkers who would like to attend as guests are welcome. Information from Mr. A. H. Hoare, 152, Wellmeadow Road, Catford, London, S.E.6.

H.M.S. Coventry Old Hands will be visiting Coventry Cathedral on Saturday, September 16 to lay a wreath on the memorial plaque. Later there will be a reunion dinner.

An invitation is extended to "old hands" of other C-class cruisers — Carlisle, Cairo, Calcutta, Curlew, Capetown, Curacao and Colombo — to join the ex-Coventrys on their visit.

Further details from the hon. organizer, Mr. Eric M. Skelly, 17, Avon Crescent, Stratford-upon-Avon (Tel. 3108).

Stone

The branch entertained 150 officers and ratings from H.M.S. Collingwood, Fareham, during Stone Festival.

There is a close link between the branch and the establishment and this year the main events on the branch's programme were a dance and a social.

A party from Stone visited the Royal Tournament in July and then toured H.M.S. Belfast on the Thames, before rounding off the day with a courtesy call to the West Bromwich club.

Wigston

Membership of the branch — which was formed only 18 months ago — is expanding and the branch standard is to be dedicated on September 24.

The service will be in All Saints Church, Wigston Magna.

Representatives of all ex-Servicemen's associations will also be welcome to attend.

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For further information on behalf of the above branches, CONTACT No. 8 Area Sec., A. P. Holloway, 59 Birmingham Road, Shenstone, nr. Lichfield, Staffs. PHONE SHENSTONE 480680. Or No. 8 Area N.C.M., R. Tasker, 6 Bentley Way, Coton Green, TAMWORTH. PHONE TAMWORTH 68161.



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Back to see what's cooking in Pembroke



Lovely grub! The man helping PO Alan Dodd and leading Cook Tony Kellette to serve up lunch in H.M.S. Pembroke's main galley is Mr. James Allen, formerly senior cookery officer in the naval base.

Mr. Allen (80) joined the Royal Navy in 1910 and retired in 1946 with the rank of lieutenant.

He wrote to Lieut.-Cdr. Arthur Willcox, the cooking training officer in H.M.S. Pembroke, to congratulate him on becoming the Navy's first cook commander, and was invited to visit the cookery school and the accommodation centre's main galley.

Casting a professional eye around the galley, Mr. Allen, of Osprey Avenue, Chatham, declared: "The cooking is just lovely, and there's a much wider variety of food than in my day."

Photo: Russ Whalley

The Swordfish aircraft which flew over Gosport when the Freedom of the Borough was granted to the Fleet Air Arm in 1966 was back in town on Wednesday, July 26.

It was "Freemen's Day," when units of the Fleet Air Arm, Submarine Command, and the Royal Naval Medical Service marched through the streets "with flags flying, bands playing, and bayonets fixed."

Displayed on the Town Hall forecourt, the Swordfish from the Fleet Air Arm Museum at Yeovilton was inspected by many of the families and children who followed the parade.

Each of the three units had a bearer party carrying the freedom caskets and the parade was led by the Royal Marine Band of the Flag Officer Naval Air Command.

In the picture the parade assembles at the former H.M.S. St Vincent before marching through the streets.

Photo: Keith Gibson



Beachampton rescue



'Oldest sub. man' dies

The oldest member of the Plymouth branch, Submarine Old Comrades' Association — and possibly the oldest ex-submariner in the world — Mr. George Waldron, has died, aged 94.

Joining the Royal Navy in 1900 he volunteered and was accepted for service in the first submarines to be built and commissioned in the R.N., the Holland class boats.

Help has arrived... Surgeon Lieut. Gibson gives medical attention to Mrs. Heffernan before the sloop Bon Bon was taken in tow by the Beachampton.

Photo: South China Morning Post.

ANCIENT 'B's Where are you nor ?

H.M.S. BULWARK'S Commission Book covering the period when Captain B. H. NOTLEY was in command, 1969-71, is now on sale.

Remember those exotic trips and hard work all round the Far East, Australia and S. Africa together with a later period in the Mediterranean? They're all in the book — photographs too — only some of the names have been changed to protect the guilty.

This book, probably one of the last of its type to be produced in the Royal Navy, is twice as thick as normal and has been beautifully produced and bound.

All those wanting a copy write to the Education Officer, H.M.S. Bulwark, BFPO Ships, London, clearly stating name, rank/rate, present address and number of copies required. For each copy you must include £1.

Sorry about the cost but it is cheap at the price.

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'Rita' disturbs a sailor's dream

In the second dramatic South China Sea rescue within two weeks the Hong Kong-based patrol craft, H.M.S. Beachampton took on board an American family, exhausted and hungry, after a four-hour dash to their stricken sloop just a few miles outside Chinese waters.

Only ten days previously a helicopter from H.M.S. Yarmouth, serving at the time as the colony's guardship, had winched off the entire crew of the grounded Liberian freighter Oriental Falcon.

The Beachampton's moment of glory came after H.M.S. Tamar had intercepted a distress signal from Mr. John Heffernan, skipper of the 33ft. sloop Bon Bon.

Mr. Heffernan, with his wife Jennifer, and sons John (17) and Douglas (13) had been hit by heavy weather on the fringe of Typhoon Rita. The engine had failed, they had been

unable to hoist the mainsail and his family were in a state of exhaustion.

Within half an hour of receiving the message Lieut-Cdr. Mike Bracelin had the ship on its way to the Bon Bon's position 55 miles east of Hong Kong. An Islander aircraft of the Royal Hong Kong Auxiliary Air Force then radio-directed the R.N. ship to the exact spot, having located the sloop some 35 minutes earlier.

JAPAN BOUND

First to board the Bon Bon was Surgeon Lieut. David Gibson, who gave medical assistance to Mrs. Heffernan. She had been sea-sick for five days and had had little sleep, food or water. She was transferred to the Beachampton and the sloop was taken into tow for the trip back to Victoria basin.

Mr. Heffernan explained that they had set sail from Hong Kong bound for Japan, with Taiwan as the intended first leg of the voyage. Everything had been pleasant — in fact a sailor's dream — until the storm struck.

The problems they encountered from that moment included failure of the auto steering equipment, a broken exhaust pipe weld, jammed hoisting gear, fouled rigging, sea-sickness and the loss of a life raft.

A rug for Penelope

A colourful rug incorporating the ship's badge of H.M.S. Penelope has been presented to the Leander-class frigate by the man who made it while serving in the cruiser of the same name in 1938.

Mr. Jack Ashford, of Hedge End, Southampton, handed over the rug to CCEA Dennis Bradley at a social evening in a Titchfield hotel.

When the Penelope completes her refit the carpet will be laid in the CPOs' Mess.

The family celebrates

R.N.B.T.

On Tuesday, October 24, a family gathering takes place in London. The Central Committee of the Royal Naval Benevolent Trust will assemble at the city's famous Mansion House for the 50th annual meeting of the R.N.B.T.

Admiral of the Fleet Earl Mountbatten of Burma has been invited to be principal speaker, and the Lord Mayor of London is to preside.

It will be a family occasion because, throughout its 50 years, the Trust, with its motto "By the Navy, for the Navy," has always regarded itself as a family affair.

So, among those invited to this golden anniversary celebration will be all local committee members and past treasurers, local secretaries, their assistants and their wives.

FUTURE CHALLENGE

For 50 years the R.N.B.T. has belonged to the Royal Navy "family," working, through its local committees of naval and ex-naval men, to help those of their colleagues, and their families, who hit hard times.

The pleas of the old, the sick, the needy, the bereaved, the orphans, have never fallen on deaf ears. The maximum possible help is given.

Though a golden jubilee can be a time for looking back with justifiable pride, the work must continue. The future is as challenging as the past ever was.

STATISTICS AND . . .

At their annual meeting, members will hear that, during the year ended June 30, 1972, the Trust spent £223,786 in fulfilling its 50-year-old aims.

Relief of individuals in distress, and maintenance of the Pembroke House home for ex-naval men took £197,686. A further £21,469 went on training and finding employment, while grants to other organizations and children's homes totalled £4,631.

But the statistics hide a mass of human emotions and tragedies. Whether in this country or abroad, so many cases involve people who feel as if their own particular world has caved in and wonder where on earth they can turn for help.

. . . WHAT THEY MEAN

Not surprisingly, the R.N.B.T. sometimes gets letters like the one from a Midlands man who had been helped with rent arrears and who wrote: "Only someone placed in similar circumstances to my own can fully appreciate what this kind gift meant to me. To be helped in this way by people unknown is unbelievable, but wonderful."

Or the one from the West Country social worker who wrote: "... the importance of your committee's assistance goes beyond the actual material help provided. In this case it has brought to this ex-naval man a sense of not being forgotten."

The R.N.B.T. doesn't forget.



Picture: Russ Whalley

A 'BUS' OF THEIR OWN

The sea and countryside now seem closer for the 38 young-at-heart residents at Pembroke House, the Royal Naval Benevolent Trust's home at Gillingham for former naval ratings and Royal Marines.

In the past, the 38 — average age over 80 — have depended on hired transport for their outings, but now, through the generosity of Gillingham branch of the Royal Naval Association, they have their own "bus."

An ambulance of the type used by local authorities to carry seated patients to hospital for specialist appointments has been bought for the home by the R.N.A. branch, and, with volunteer drivers, the veterans can get out and about.

Seated on the bonnet of the "bus," in the centre of this cheerful "family group" picture, is the matron of Pembroke House, Mrs. F. Gray.

Variety aid for 124 children

Since February, the Royal Naval Benevolent Trust has helped 38 families, involving 124 children, through a £1,000 gift from the Variety Club of Great Britain.

The gift, which was for children who are deprived in some way or another, enabled the Trust to make grants for clothing, educational holidays and other purposes.

Children helped included orphans being looked after by their grandparents, and youngsters whose parents were either widowed, deserted, divorced or suffering ill-health.

Trust and loyalty go together!

The R.N.B.T. enjoys long service and loyalty from men who voluntarily give up their spare time to help their colleagues.

In this golden jubilee year, Mr. F. H. Freeborn (Portsmouth), Mr. George H. Parsons (Devonport) and Mr. Willie Wilson (Chatham) are the longest serving members of their local committees.



Mr. Freeborn retired from the Navy as a Chief Engineer Mechanic in 1956 after 32 years' service. He had been a corresponding representative for the Trust for many years and joined the Portsmouth local committee in 1954.

He has served continuously since February, 1963, and has also served on the committees of the Spastic Society, Portsmouth Voluntary Association for the Blind, and the Royal Sailors' Home Club.



Mr. Parsons was on the Malta corresponding committee in 1930 and first joined his local committee on his return to the U.K. His varied service to the Trust was recognized with the M.B.E. in 1964. He retired from the Navy in 1957.

He has served his local committee as honorary secretary, treasurer and auditor, and member of the Central Committee, and is currently the Trust's representative on the Regular Forces Employment Association and the management committee of Brixham Seaman's Home.



Mr. Wilson, who joined the Royal Marines in 1935 and was invalided out in 1940, has served Chatham local committee continuously since 1939 and has also been a member of the Finance and Central Committees.

A former local treasurer, he has represented the Trust on the Regular Forces Employment Association and the John Cornwell VC Trust. He is an executive officer in the Department of Employment.

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Hello, Sister

TWINS' FIRST DATE AT SEA SINCE ADEN

Hi sister — long time no see!

When the Royal Navy's two assault ships, H.M.S. Fearless (left) and H.M.S. Intrepid, recently met at sea for the first time since the Aden withdrawal, the occasion was celebrated by an inter-ship sports competition.

Both ships had been on Meet the Navy visits. Oh, and the sports competition was narrowly won by the Intrepid.

THE ASSAULT SHIPS MEET



WELCOME ABOARD!

Although he may often have struck a similar pose, John Wayne, king of the cowboys, never managed to look like this.

Dressed naval style, with her 'bell boots' and Intrepid 'lid,' Miss Liverpool (Anne-Marie Fagan) makes a curvaceous temporary recruit to the ship's company of H.M.S. Intrepid.

Ten thousand people were welcomed aboard the ship during her 'Meet the Navy' date in Liverpool and it is unlikely that any were welcomed more warmly than Miss Liverpool and Miss Kirkby, who also visited the ship.

(Picture by Weekly News Group)



CHIEFLY A CHAT AMONG CHIEFS

BELOW: Fleet chiefs meet the Fleet's chief. During a visit to Lisbon, the Commander-in-Chief Fleet (Admiral Sir Edward Ashmore) found time between official calls to chat with the fleet chiefs of H.M.S. Fearless.

In the picture are, left to right, Fleet Chiefs Locke, Taylor, Bone, and Davies.



Before she took part in Devonport's Navy Days in August, H.M.S. Intrepid had already welcomed thousands of visitors on board during a series of visits in July which took her from Devonport to Spithead, Harwich, Antwerp, Liverpool, the Western Isles, and the Isle of Man.

DECK 'MILESTONE'

But when Capt. J. F. Kidd stepped from a Wasp helicopter on to the Intrepid's flight deck, he was on familiar territory — being the ship's commanding officer.

Piloted by Lieut. John White, the Wasp, belonging to the embarked Scylla flight, was making the Intrepid's 2,000th deck landing, and Capt. Kidd was a passenger for the occasion.

July's journey followed the Intrepid's Devonport work-up.

At Spithead she welcomed children from Peckham Grammar School for a first visit from the school with which the ship has links, and at Harwich, juniors from H.M.S. Ganges toured the ship.

Belgian hospitality was enjoyed during a four-day visit to Antwerp, after which the Intrepid headed for Liverpool, where 10,000 people went aboard.

On passage, a Wasp helicopter flew to Bude where the 400 children of Bude Primary School watched it

A 'whistle- stop' tour by Intrepid

land in a field to drop representatives of the ship and collect mail.

VISITING TEAM

When the Intrepid, bound from Liverpool to Oban, met her sister-ship, H.M.S. Fearless, sports competitors from the Fearless transferred to the Intrepid by light jackstay, and a hectic sports afternoon followed.

There was deck hockey, rope climbing, marathon running, egg carrying and tug-of-war, and, by a narrow margin, victory went to the Intrepid.

After her call at the Isle of Man, the Intrepid returned to Devonport for maintenance and leave.



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Back to the DESTROYER ROLE IS QUERIED gunboat era?



Dissecting the secret of our success

In the long years of sea battles against the French and the Spanish, history leaves an impression of an enemy always ready to run, and of victories against impossible odds.

The secret of this success is discussed by author John Creswell, Royal Navy captain with service afloat in two world wars, in his latest book *British Admirals of the Eighteenth Century — Tactics in Battle*, published by George Allen and Unwin Ltd. (price £4.80).

The ships were very much the same in size and weight of broadside (the French ships were often better), and there is no reason to suppose that the French were any less skilled in handling.

Says Capt. Creswell: "Tactics . . . cannot be altogether divorced from questions of their gunfire, on which victory or defeat ultimately depended."

Many who study the book may find themselves forced to the conclusion that "the

Nelson Touch" and the mystique of the invincible British would have been blown out of the water but for the superiority of our gunnery.

Capt. Creswell has evidence that the discipline in the British fleet was much harsher, bringing a tough "fighting mad" resolution which the enemy could not match in battle.

However, before transferring "The Immortal Memory" from the naval hero to Whale Island, leadership did add a winning quality which it is much more difficult to assess.

Success in war, as in so many other fields, is usually a combination of circumstances rather than a single stroke of brilliance.

All the same, in the October 21st ritual, it would not be out of place to add to the toast

(very softly) " . . . and to the gunnery!"

In all books about the old sea battles, the sailing ship terminology is quite a formidable barrier to a full understanding, and the reader who wishes to "get to grips" with the subject would be well advised to spend a little time studying the strange words.

With a complement of only 40, this 200-foot West German Type 143 fast patrol boat has four launchers for Exocet surface-to-surface missiles, two 76mm anti-aircraft guns, and two 21in. wire guided torpedoes. The tonnage is 550 (full load) and the designed speed is 38 knots. Ten were ordered in 1971 to be completed from 1975 onwards.

Luck (and the weather) was against them

Fleet battles are well to the fore in this month's books with a beautifully produced *The Spanish Armada* by Winston Graham (Collins, price £4.25).

This spectacular attempt by the Spanish is fully explored and vividly described by the author, in a volume glowing with superb colour pictures and many other illustrations.

The Armada of 1588 is the centre-piece of a struggle in which luck (and that includes an appalling English summer) was dead against the invaders.

Of the great Spanish fleet, only a few of the ships bore the brunt of battle. They were short of shot but stood up with the utmost bravery against the defending gunners who not only had plenty of ammo, but rather superior skill to keep on hurling it.

So confused and fierce was the fighting that the victors

Is the destroyer type of warship, the fascination of Navy men over the years, more in danger of becoming a "dinosaur" than the aircraft carrier?

This is among points of view expressed in *Naval Review 1972*, a United States Naval Institute book made available in this country through Patrick Stephens, Ltd. (price £4.80).

The opinions of the contributors are personal, and not necessarily official, but provide provocative material for considering the right "mix" for future fleets.

In the belief that the submarine has the edge over her opponents and will probably keep a long reach ahead of opposition, one writer regards destroyers attempting to corner an advanced nuclear submarine as "a ring of children attempting to encircle a lion."

The destroyer's primary role of anti-submarine warfare "seems an increasingly obsolete concept." For many

were by no means certain of the outcome, in the absence of grappling ship to ship and no prizes to show for it.

Though the Armada was in fact mortally wounded, the defeat by no means ended the Spanish navy, which launched three more armadas.

Mr. Graham is a practised novelist, and has brought his skill to infuse the excitement of history.

other functions the tiny missile gunboat is faster and many are better armed than contemporary destroyers ten times their size (and cost).

The provision of area anti-aircraft defence remains the principal field where destroyers and frigates excel over small platforms.

Like a spectre

If there was to be a slide towards lots of small missile gunboats (including 100 knot hydrofoils), missile-armed nuclear submarines, and fewer destroyers or frigates, strong belief remains in the absolute necessity of aircraft carriers of about 40,000 tons, "their decks loaded with advanced aircraft built for anti-submarine warfare."

Land-based aircraft are regarded as a limited tool, and no great store is set on the present generation of VSTOL aircraft in ships in which only vertical take-off is possible.

The sinking of Israel's destroyer *Eilat* by a little missile boat is a memory hanging like a spectre over naval fleet planning, and for many there is a second spectre where surface forces "contain no strong organic air capability of their own."

The great fleets of China

To any student of naval affairs, the history of a nation's maritime activities is interesting, and few areas can claim the fascinating strangeness of the happenings in China.

Up to the Middle Ages, fleets of great Chinese junks traded across the Indian Ocean to East Africa, some as much as 90 feet from keel to deck and carrying crews of 300.

Centuries before anyone else they had the needle compass, and their boats had well-designed sails and watertight bulkheads. Sea-going craft were "numbered like the leaves of the forest."

By the year 1500 it was all over. China turned in on itself as a highly-contemplative civilization, "free from contamination with the barbarian rest of the world."

The story of this remarkable episode is now made available through David L. Morison's translation of *China and Africa in the Middle Ages* by Teobaldo Filesi (Frank Cass and Company Ltd., price £2.50).

A U-boat fighter

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ROUND ISLAND WALK RAISES £140

The village of Bambous, Mauritius, is now 1,500 rupees (£140) better off, thanks to the efforts of a group of sailors from H.M.S. Mauritius. The money will be used to buy medical supplies and food.

On Monday, July 17, LS (PTI) Sandy Powell and LRO Dodger Long set out from the base to walk around the island, a distance of 193 miles by road, and hard, hot work all the way.

The walk was paced over six days with a back-up party — RPO Knocker White, RO Nobby Hall, and CPO Phil Perring — meeting the walkers at each night's camp site, rigging the tents and providing hot meals.

Badly blistered feet caused LRO Long to abandon the walk after two days and LReg Alan Bristow joined Sandy at his camp on the second night.

They battled on, and on the last day they made such good progress, despite the 2,000ft. climb up to the base, that they arrived at the main gate three hours ahead of schedule.

The bars were just closing — which probably accounted for the cynical cries of "Go around again" and "Do a lap of

honour" — but the welcoming party came to the rescue by producing a bottle of champagne.

Sandy's wife Janette, and their son Michael, were among those who welcomed the walkers on their return to H.M.S. Mauritius. The lads were hot and tired after their strenuous walk, but it's surprising what a swig of champagne can do. Just ask Alan Bristow (left)!

CLEO COLLECTS

During their ten months overseas, mainly in the Far East, the ship's company of H.M.S. Cleopatra collected £500 to buy and train a guide dog for the blind, and raised enough cash with a raffle to buy a new Mini car.

The winner was AB Shaun O'Shaughnessy, whose prize was waiting on the dockside when the frigate returned to Devonport.



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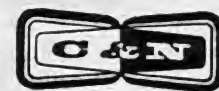
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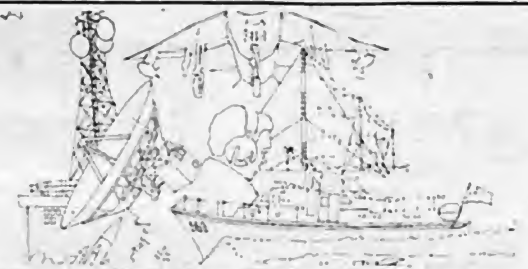
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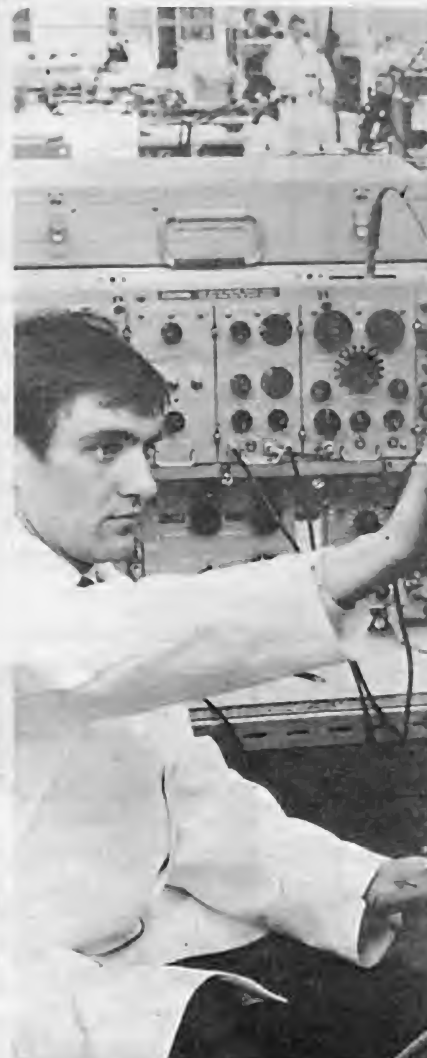
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After a season of suspense and fight against injury, Peter Gabbett, Britain's top decathlete, and the Royal Marines' discus exponent John Watts, made it to Munich.

But the fight to compete in the Olympics didn't end there. In training, Watts was reported to have been accidentally hit by a discus.

Early reports said he was recovering well from the blow which had necessitated 18 stitches over his left ear.

Another Royal Navy Olympian is Lieut Peter Ewles (25), Scottish international hockey player and a member of the Navy's Inter-Service championship winning team last season.

Peter, who joins H.M.S. Fife in January, was selected for the Olympic team after playing in an eight-nation tournament in Spain this May.

He played his first international match in May 1970, and won his first Great Britain cap against Holland in March this year.

NAVY'S OLYMPIC TRIO



The Navy's Olympic athletics partnership — discus thrower Sgt. John Watts RM (left) and top British decathlete Peter Gabbett — pictured with Royal Navy athletics coach "Dinger" Bell before going to Munich.



Lieut. Peter Ewles, Olympic hockey player for Great Britain.

Swimmers stay top

In retaining their title with a 16-point margin over the Army, the Royal Navy won the Inter-Services Swimming Championships for the fourth successive year.

The Navy swimmers followed up their success at the A.S.A. national championships (when, for the second year, they won the bronze medal in the 4 x 100 metres relay) by winning seven of the 11 Inter-Service swimming events, and scoring four seconds and six thirds places.

With some events taking place at Aldershot and some at Guildford, the Inter-Service championships on August 7 and 8 were the first to include races swum under the metric system.

The Navy (represented by John Blake, Chris Boothby, Dave Wilson, Barry Sheppard, Robert Morton and Jim Pearson) won the freestyle relay for the first time. They finished three-quarters of a length of the bath ahead of the Army.

Blake won the 100 metres freestyle easily in 57sec., and Wilson had an outstanding swim to win the individual medley.

Boothby won both the 400 metres and 800 yards freestyle with Dave Waller second in each case, and Dave Finnegan took the two breast-stroke events (100 and 200 metres).

Final points score was: R.N. 95, Army 79, R.A.F. 51.

A finger-nail was the close margin of victory for Wren Linda Daglish in both the women's 100 metres freestyle and breast-stroke events, and another fine performance was that of PO Wren Howard who won the five-metre competition in the women's diving.

The Wrens totalled 15 points from the two diving competitions,

only two points behind the Army team's winning score.

The men's diving and water polo competitions were won by the Army.

RECORD BREAKERS

The foundations of the Navy's inter-Service swimming success were laid when 11 records were broken in the 18-event Royal Navy championships at H.M.S. Ganges in July.

Portsmouth Area won the Inter-Command trophy with 110 points, and retained the water polo trophy by beating the Royal Marines in the final.

The Marines (87 points) were second in the swimming with Plymouth third, Air Command fourth, Medway fifth and Scotland sixth.

The Polar Bear trophy for the winner of the 880 yards freestyle went to Dave Waller in a record time of 9min. 45.8sec.

LAM D. A. Clark (N.A.C.) was the R.N. diving champion at H.M.S. Caledonia on July 28, and Naval Air Command won the Inter-Command trophy.

SOCCER SEEKS 'EM YOUNG!

A determined effort is being made to discover soccer talent among the Royal Navy's under-19s for the R.N. youth team — and the ultimate advantage of senior Navy soccer.

The Army and R.A.F. have been invited to play against the R.N. youth team. Coaching and trials week-ends will begin just before Christmas to allow representative matches to start early in the New Year and culminate with these Inter-Services fixtures in March.

Last year, 100 players under 19 years old were given coaching and trials, and the R.N. youth team — with a fixture list which includes youth sides from Plymouth Argyle, Aldershot, West Devon, and civilian clubs in the Portsmouth area — won four of its seven representative matches.

Youth players selected to accompany the full Navy squad on its Netherlands trip to Den Helder were Ck. Paul Smith (Raleigh), JMEM John Gwynn (Eagle) and JMEM John Gibson (Sultan). Smith and Gibson both appeared in the full Navy side during the season.

CUP TOURNEY

Sub-Lieut. Bill Mitchell (H.M.S. Sultan), chairman / secretary of the R.N. Youth Soccer management committee, is keen to tell all the Navy's under-19s what Navy youth soccer has to offer.

Tennis fortunes take turn for the better

There was encouragement — and the promise of better things — for Royal Navy tennis players at Wimbledon in August.

Navy teams took second place to the R.A.F. in the men's and veterans' events of the inter-Service championships, and the R.N. Championships attracted better than ever entries — more than 40 men and 30 women for the open singles events.

FINE DEBUT

The Navy hold their annual championships at the All England Club, and the only unwelcome visitor to the 46th R.N. Lawn Tennis Championships was rain which prevented the mixed

doubles from being played.

Inst.-Lieut. Phil Pool (Manadon), a Yorkshire county player who joined the Service last year was seeded number one and became the open singles champion in his first season of Navy tennis.

He beat Lieut.-Cdr. Brian Tayler 6—2, 6—2 in the final then teamed up with him to win the open doubles, beating Rear-Admiral J. H. F. Eberle and Cdr. A. M. Norman 6—2, 6—2, in the final.

Mid. P. J. F. Eberle won the junior singles title while, in the

veterans' singles, Lieut.-Cdr. Rowles lost his title to Lieut.-Cdr. Colbeck. Rowles and Colbeck won the doubles.

STILL CHAMP

Second Officer Jennie MacColl became ladies' champion for the fourth successive year when she beat 3/O Caroline Coates 6—2, 6—2, in the final. Then, with 3/O Jane Carver, she retained the ladies doubles title.

With 11 WRNS ratings making their first visit to Wimbledon, the star newcomer was PO Wren Jill Newell, a dental surgery assistant from Faslane, who won a place in the RN Women's Service team.

INVITATION

The R.N. Service team was: Rear-Admiral Eberle, Cdr. Norman, Inst.-Cdr. Chrishop, Lieut.-Cdr. Tayler, Inst.-Lieut. Warner, Inst.-Lieut. Pool, Maj. Herman, R.M., was reserve.

More tennis players are always welcome and it is not too early to start thinking about next year's R.N. Championships.

A relevant DCI is published in April. It could be your passport to an appearance at Wimbledon.

Le champ

The ranks of the Royal Navy's yachtsmen include at least one winner of a French sailing championship.

Sailing his Contender dinghy at La Baule in Brittany, Lieut. Andrew Turner (H.M.S. Antrim) won the French open championship.

Fixtures SEPTEMBER

- 13 — Soccer: Navy Cup first round.
- 14 — Water Polo: RN v Hampshire, Victoria Park.
- 16 — Hockey: RN v Loughborough, Loughborough.
- 17 — Rugby: RN v Begles (France), Plymouth.
- 20 — Cycling: 30 ml T/T, Shawbury.
- 20 — Soccer: Navy Cup Quarter Finals.
- 20 — Soccer: Navy Cup Preliminary Round.
- 21-22 — Soccer: NAC Festival, Yeovilton.
- 21-22 — Golf: RN Championships, Stoneham.
- 22 — Sailing: NAC Championships, Lee.
- 25-26 — Hockey: NAC Championships, HMS Daedalus.
- 28-29 — Judo: RN Championships, HMS Daedalus.
- 29 — Squash: RN v Kent, Greenwich.

PAT PLOTS A CLEAR COURSE

Wren Patricia Whinham (20), a radar plotter at H.M.S. Dryad, plotted her course well at the Royal Tournament when representing the Navy in the show jumping.

Riding Yashim, a chestnut horse owned by a Wren officer, she jumped in two events and gained a clear round in the Team Cup competition.

Patricia also rode in the H.M.S. Dryad gymkhana, winning the "Chase-me-Charlie" event, and coming third in the Open jumping.



George is skipper

Sgt. George Bardwell RM (CTCRM Lympstone) has been elected captain of Devonport Services rugby XV.

Wing-threequarter George, who is 33, started playing rugby while serving with 45 Commando in Aden. He first joined Devonport Services in 1964.

He has also played for the Royal Marines, Royal Navy and for Devon.

THE CITY OF PORTSMOUTH, SOUTHSEA AND DISTRICT HOME, IMPROVEMENTS, FOOD AND D.I.Y.

OFFICIAL OPENING BY
THE RIGHT WORSHIPFUL
THE LORD MAYOR
OF PORTSMOUTH
ALDERMAN MISS PHYLLIS LOE, M.B.E.
OPEN DAY GUEST PERSONALITY
BARRY WESTWOOD
SOUTHERN TELEVISION
Admission: Adults 10p
Senior Citizens & Children 5p

EXHIBITION
9th UNTIL 16th
SEPTEMBER, 1972
THE GUILDHALL
(INCLUDING SUNDAY)
11.00 a.m. UNTIL 9.30 p.m.

- ★ Many lucky numbers, every hour on the hour
- ★ DAILY FASHION PARADES 7.30 p.m. by "FLAIR" OF HAVANT (except Sunday)
- ★ Lazy Cooking ★ Miss Glamour (Monday)
- ★ Trendy Dad & Son (Tuesday) ★ Demonstrations
- ★ Sampling ★ Best Garden Snapshot (Friday)
- ★ Trendy Mum & Daughter (Thursday) ★ Prizes
- ★ Lazy Washing-up ★ Shop Window Dressing (Wed.)
- ★ SOMETHING FOR ALL THE FAMILY

**Can they
canoe!**



Photo: Chief Phot. R. Miller.

They're off — in a flurry of water — at the start of a long-distance event in the R.N. canoe championships at Bradford-on-Avon, Wilts. — won by Cpl. T. Alun-Williams (ATUM). The previous day, the 1000m sprint regatta events were held.

Among those competing in the two-day meeting were men from H.M.S. Daedalus, Dolphin, Heron, Collingwood, Caledonia, Mercury, Ark Royal, Figgard and Warspite, and from Portland, Seaford Park and ATUM.

An earlier race in the Portsmouth area, the three harbours event organized by the Royal National Lifeboat Institution, proved good experience for some Navy men, the Port Creek Shield going to POAF Chandler and MEA(P) Crane, of the Ark Royal.

Marksman take up a silver collection

A strong Portsmouth Command team (drawn from ships and establishments in the Portsmouth and Medway areas) hauled in an impressive array of silverware at Bisley this year.

They won eight of the 11 inter-command trophies in the R.N. meeting and four trophies in the National Rifle Association's meeting.

Their silver collection in the R.N. meeting comprised the inter-command rifle and pistol cups, the Chatham Cup (rifle tiles), Portsmouth Cup (team snap), Devonport Cup (beat the butts), Bisley Cup (target rifle, short range), Air Command Cup (long range) and Sub-Machine Gun Tiles Cup.

Plymouth Command won the Inter-Command Sub-Machine Gun Cup, Air Command the Hutton Trophy (pistol tiles) and Royal Marines the Aldershot Cup

(Service rifle under United Services conditions).

The Portsmouth successes at the N.R.A. meeting were in the Brinsmead Shield (Service rifle deliberate), the Ranelagh (target rifle, Queen's first stage), the Cheylesmore (rifle tiles) and the sub-machine gun team cup.

Sportsmen in ships taking part in Exercise Westhove in July got plenty of exercise when their ships put into Plymouth. Twenty-three ships, including the NATO Standing Naval Force Atlantic and vessels refitting in the Dockyard, took part in a two-day sports session organized by the Royal Navy's Fleet Recreation staff.

Ship teams played six-a-side soccer and hockey, volleyball, brighter cricket and track relays, while swimming relays took place at H.M.S. Drake. Individual entries were also invited for

Naval yachtsmen have enjoyed great success in international competition with Lieut. Guy Hornett, in Blue Smoke, winning the Observer Trans-Atlantic singlehanded race for monohulls, and yachts from BRNC Dartmouth finishing first and third in the under 30 tons class of the Tall Ships Race.

Meanwhile, another R.N. Sailing Association member, Mexico gold medallist Rodney Pattison, was again sailing for Britain in the Olympic Flying Dutchman class.

Results on handicap for the Trans-Atlantic Race showed a major break-through for the RNSA in the monohulls section.

Hornett's time of 36 days 21 hours 26 minutes was corrected on handicap to a breathtaking seven days, seven hours, six minutes. Blue Smoke is a 26ft. Kingfisher twin-keel.

The RNSA also came third with Capt. Mike McMullen RM (Binkie II), fifth with Lieut. Richard Clifford RM (Shamaal) and eighth with Lieut. Cdr. Eric Sumner RNR (SCC) (Francette).

Winner of the Class IIB in the Tall Ships Race was Gryphis, skippered by Lieut.-Cdr. James Oliver, and third was Pegasus (Mid. R. Elwyn-Jones). There were 18 entries in the class.

Most successful of the many Navy boats taking part in Cowes Week was H.M.S. Sultan's 13-year-old yacht Shah. She scored four firsts, three seconds and a fourth, but was narrowly beaten in the RNSA points championship by racing expert Bruce Banks in Windy (Class III).

Lieut. Hargreaves and PO Hudson brought



Lieut. Guy Hornett won the monohulls section of the Trans-Atlantic Singlehanded Race with a corrected time of seven days, seven hours and six minutes.

the RNSA's Soliloquy from the Clyde, and, despite breaking a tiller halfway through the week, finished with one first and three thirds in the last three days of stiff competition in a class of 17 boats.

The world high speed sailing trials are to be held over a half-kilometre course in Portland Harbour at the end of September.

There may be two RNSA entries — a "flying hydrofoil" designed and built by Cdr. George Chapman, and Three Cheers, which crossed the line fifth in the Trans-Atlantic race and has been bought by Royal Marines Capt. McMullen and Lieut. Read.

PLENTY OF EXERCISE WESTHOE

FLEETSPORT

The Ark Royal could only manage a 1-0 win over H.M.S. Sirius in the six-a-side soccer final, and H.M.S. Aurora had a 2-1 victory over H.M.S. Blake to take the hockey title.

DOUBLE CHAMP

Navy squash champion, Lieut. Robin Bawtree (H.M.S. Scylla) won the squash and tennis singles, while Cdr. Allen and PO Le-Poidevin (H.M.S. Fife) took the tennis doubles.

There were 76 entries for the squash competition and the entry for tennis was 64 (32 doubles).

Overall winner of the Fleet Bosun sailing was Lieut. Milne (Ark Royal), while, out on the Staddon Heights Golf Course, CMGM Jones (SMRG) won himself a winner's plaque, six golf balls, and a reputation as a "bandit" with 42 Stableford points. Ninety golfers competed.

About 120 anglers voyaged to the breakwater where LCEM Downey (H.M.S. Achilles) won both the heaviest single catch and heaviest total catch titles.

The ship with most points from the six team events won a large challenge cup. This went to H.M.S. Jupiter with H.M.S. Ark Royal second and H.M.S. Blake third.

H.M.S. Jaguar, equal fourth with the Second Submarine Squadron, took the Olympiad Trophy awarded to the "little-un" finishing closest to the winner.

CLOSE CONTESTS

Second Submarine Squadron won the swimming relays. H.M.S. Ark Royal were runners-up and H.M.S. Fife third.

H.M.S. Penelope emerged triumphant from the five track relays. Second were H.M.S. Jaguar and third H.M.S. Jupiter.

The Submarine Refit Group beat H.M.S. Scylla in the brighter cricket final while H.M.S. Jupiter beat H.M.S. Blake 2-1 in the volleyball final.

Golfers raise their spirits

Following their disappointing results in the Inter-Services championships, Navy golfers were in much better heart after the Ferndown Fox competition in July, writes the Shanker.

The standard of play — and opposition — was high, but the Royal Navy team of CPO Jock Lawrence (Heron), Lieut. Neil Marsden (Ganges), Lieut.-Cdr. Ron McLean (Seahawk) and CPO Brian Blaber (Defiance) finished fifth overall with Lawrence and Marsden coming sixth in the individual competition with rounds of 76, 78 and 74.

Their score of 228 was the best ever recorded by a Royal Navy pair in this competition, and fifth place was also the highest team position ever.

Twenty teams took part in the three rounds of foursomes medal play. Besides local sides like Ferndown, Parkstone, Broadstone, Camedown and Yeovil, there were teams from the three Services and several prominent London clubs like Royal Mid-Surrey, Worplesdon, Denham and Highgate.

Next in the golfing calendar are the Royal Navy Championships, and inter-command strokeplay championship at Stoneham on September 21.

Air look unbeatable, and I think the runners-up will be either Scotland or Royal Marines.

Jock Lawrence, the holder, must be favourite for the individual championship although he should be closely pressed by Garth Morrison, Neil Marsden and Ron McLean.

However, Stoneham is a comparatively short and easy course, and among players who

could hit a good streak are Gary Nixon, Reg Page, Brian Blaber, Ken Shears, John Thomson, Mike Swann, Gus Stretton and Taff Pollard.

About 50 entries are expected.

ARMY GETS CRICKET TITLE — ON 'LOAN'!

The Royal Navy, Inter-Service cricket champions for three years, were knocked off their perch at Lord's on August 28 and 29. But all matches were closely fought and Smiter reports: "We have just let the Army have it for a year — we are not downhearted."

Results: R.A.F. 260-5, R.N. 216-9; R.N. 173, Army 175-9; Army 201-9, R.A.F. 190.

The Navy's build-up matches included a win on August 25 against a strong Hampshire II side.

GOOD WIN

The Navy amassed 235-4 in their 55 overs. Gordon Grace and Mike Robinson scored 108 in 55 minutes, Grace getting 62 off 46 balls.

Gavin Lane and Bob Healey got among the Hampshire wickets, but it took a fine catch by Roger Moylan-Jones to dismiss the hard hitting John Holder, and the Navy won by 18 runs.

R.N. 235-4 (Grace 62, Farmer 53, Toft 43, Robinson 43).

Hants II 217 (Lane 4-46, Healey 2-46, Grace 2-51).

Against Sussex II the Navy's bowling was weakened by the absence of Healey, Lane and Grace. Sussex, with South African Ken McEwan

dominating the batting, won with only two overs to spare.

McEwan's 69 out of 120 for the first wicket, came in only 18 overs, but off-spinner Stan Craven and medium pacer "Knocker" Whyte slowed the scoring rate and there was some fine fielding.

R.N. 192-5 (P. Dunt 58, Toft 41, Robinson 27, Craven 26).

Sussex II 193-6 (Whyte 3-36, Craven 2-33).

CLOSE FINISH

With five runs needed off the last over and the last pair together against the Club Cricket Conference, Gavin Lane was caught off the fourth ball, the fielder running over the boundary in making the catch.

If he had dropped it the Navy would have won. As it was, they lost by four runs.

The Navy score was 119-8 with nine overs left when Lane and Healey went into action, and so nearly snatched victory.

Club Cricket Conference 182 (Lane 4-46, Grace 2-38, Craven 2-38).

R.N. 178 (Lane 37, Toft 34, Farmer 26).

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Services Liaison Executive,
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Surrey. Telephone Number: 04-862-4515

Name _____

Address _____

RN

After a season of suspense and fight against injury, Peter Gabbett, Britain's top decathlete, and the Royal Marines' discus exponent John Watts, made it to Munich.

But the fight to compete in the Olympics didn't end there. In training, Watts was reported to have been accidentally hit by a discus.

Early reports said he was recovering well from the blow which had necessitated 18 stitches over his left ear.

Another Royal Navy Olympian is Lieut Peter Ewles (25), Scottish international hockey player and a member of the Navy's Inter-Service championship winning team last season.

Peter, who joins H.M.S. Fife in January, was selected for the Olympic team after playing in an eight-nation tournament in Spain this May.

He played his first international match in May 1970, and won his first Great Britain cap against Holland in March this year.

NAVY'S OLYMPIC TRIO



The Navy's Olympic athletics partnership — discus thrower Sgt. John Watts RM (left) and top British decathlete Peter Gabbett — pictured with Royal Navy athletics coach "Dinger" Bell before going to Munich.



Lieut. Peter Ewles, Olympic hockey player for Great Britain.

Swimmers stay top

In retaining their title with a 16-point margin over the Army, the Royal Navy won the Inter-Services Swimming Championships for the fourth successive year.

The Navy swimmers followed up their success at the A.S.A. national championships (when, for the second year, they won the bronze medal in the 4 x 100 metres relay) by winning seven of the 11 Inter-Service swimming events, and scoring four seconds and six thirds places.

With some events taking place at Aldershot and some at Guildford, the Inter-Service championships on August 7 and 8 were the first to include races swum under the metric system.

The Navy (represented by John Blake, Chris Boothby, Dave Wilson, Barry Sheppard, Robert Morton and Jim Pearson) won the freestyle relay for the first time. They finished three-quarters of a length of the bath ahead of the Army.

Blake won the 100 metres freestyle easily in 57sec., and Wilson had an outstanding swim to win the individual medley.

Boothby won both the 400 metres and 800 yards freestyle with Dave Waller second in each case, and Dave Finnegan took the two breast-stroke events (100 and 200 metres).

Final points score was: R.N. 95, Army 79, R.A.F. 51.

A finger-nail was the close margin of victory for Wren Linda Daglish in both the women's 100 metres freestyle and breast-stroke events, and another fine performance was that of PO Wren Howard who won the five-metre competition in the women's diving.

The Wrens totalled 15 points from the two diving competitions,

only two points behind the Army team's winning score.

The men's diving and water polo competitions were won by the Army.

RECORD BREAKERS

The foundations of the Navy's inter-Service swimming success were laid when 11 records were broken in the 18-event Royal Navy championships at H.M.S. Ganges in July.

Portsmouth Area won the Inter-Command trophy with 110 points, and retained the water polo trophy by beating the Royal Marines in the final.

The Marines (87 points) were second in the swimming with Plymouth third, Air Command fourth, Midway fifth and Scotland sixth.

The Polar Bear trophy for the winner of the 880 yards freestyle went to Dave Waller in a record time of 9min. 45.8sec.

LAM D. A. Clark (N.A.C.) was the R.N. diving champion at H.M.S. Caledonia on July 28, and Naval Air Command won the Inter-Command trophy.

SOCCER SEEKS 'EM YOUNG!

A determined effort is being made to discover soccer talent among the Royal Navy's under-19s for the R.N. youth team — and the ultimate advantage of senior Navy soccer.

The Army and R.A.F. have been invited to play against the R.N. youth team. Coaching and trials week-ends will begin just before Christmas to allow representative matches to start early in the New Year and culminate with these Inter-Services fixtures in March.

Last year, 100 players under 19 years old were given coaching and trials, and the R.N. youth team — with a fixture list which includes youth sides from Plymouth Argyle, Aldershot, West Devon, and civilian clubs in the Portsmouth area — won four of its seven representative matches.

Youth players selected to accompany the full Navy squad on its Netherlands trip to Den Helder were Ck. Paul Smith (Raleigh), JMEM John Gwynn (Eagle) and JMEM John Gibson (Sultan). Smith and Gibson both appeared in the full Navy side during the season.

CUP TOURNEY

Sub-Lieut. Bill Mitchell (H.M.S. Sultan), chairman / secretary of the R.N. Youth Soccer management committee, is keen to tell all the Navy's under-19s what Navy youth soccer has to offer.

PAT PLOTS A CLEAR COURSE

Wren Patricia Whinham (20), a radar plotter at H.M.S. Dryad, plotted her course well at the Royal Tournament when representing the Navy in the show jumping.

Riding Yashim, a chestnut horse owned by a Wren officer, she jumped in two events and gained a clear round in the Team Cup competition.

Patricia also rode in the H.M.S. Dryad gymkhana, winning the "Chase-me-Charlie" event, and coming third in the Open jumping.



George is skipper

Sgt. George Bardwell RM (CTCRM Lymstone) has been elected captain of Devonport Services rugby XV.

Wing-threequarter George, who is 33, started playing rugby while serving with 45 Commando in Aden. He first joined Devonport Services in 1964.

He has also played for the Royal Marines, Royal Navy and for Devon.

Tennis fortunes take turn for the better

There was encouragement — and the promise of better things — for Royal Navy tennis players at Wimbledon in August.

Navy teams took second place to the R.A.F. in the men's and veterans' events of the inter-Service championships, and the R.N. Championships attracted better than ever entries — more than 40 men and 30 women for the open singles events.

FINE DEBUT

The Navy hold their annual championships at the All England Club, and the only unwelcome visitor to the 46th R.N. Lawn Tennis Championships was rain which prevented the mixed

doubles from being played.

Inst.-Lieut. Phil Pool (Manadon), a Yorkshire county player who joined the Service last year was seeded number one and became the open singles champion in his first season of Navy tennis.

He beat Lieut.-Cdr. Brian Tayler 6-2, 6-2 in the final then teamed up with him to win the open doubles, beating Rear-Admiral J. H. F. Eberle and Cdr. A. M. Norman 6-2, 6-2, in the final.

Mid. P. J. F. Eberle won the junior singles title while, in the

veterans' singles, Lieut.-Cdr. Rowles lost his title to Lieut.-Cdr. Colbeck. Rowles and Colbeck won the doubles.

STILL CHAMP

Second Officer Jennie MacColl became ladies' champion for the fourth successive year when she beat 3/O Caroline Coates 6-2, 6-2, in the final. Then, with 3/O Jane Carver, she retained the ladies doubles title.

With 11 WRNS ratings making their first visit to Wimbledon, the star newcomer was PO Wren Jill Newell, a dental surgery assistant from Faslane, who won a place in the RN Women's Service team.

INVITATION

The R.N. Service team was: Rear-Admiral Eberle, Cdr. Norman, Inst.-Cdr. Chrisop, Lieut.-Cdr. Tayler, Inst.-Lieut. Warner, Inst.-Lieut. Pool, Maj. Herman, R.M., was reserve.

More tennis players are always welcome and it is not too early to start thinking about next year's R.N. Championships.

A relevant DCI is published in April. It could be your passport to an appearance at Wimbledon.

Le champ

The ranks of the Royal Navy's yachtsmen include at least one winner of a French sailing championship.

Sailing his Contender dinghy at La Baule in Brittany, Lieut. Andrew Turner (H.M.S. Antrim) won the French open championship.

Fixtures SEPTEMBER

- 13 — Soccer: Navy Cup first round.
- 14 — Water Polo: RN v Hampshire, Victoria Park.
- 16 — Hockey: RN v Loughborough, Loughborough.
- 17 — Rugby: RN v Begles (France), Plymouth.
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- ★ SOMETHING FOR ALL THE FAMILY

300 ships in North Atlantic exercise

About 64,000 men, 300 ships and 700 aircraft from 11 countries will be involved in NATO's joint exercise *Strong Express* to be held throughout the northern Atlantic area from September 14 to 28. The last exercise of similar scope was *Silver Tower* in 1968.

Countries providing forces for the exercise are Belgium, Canada, Denmark, West Germany, Italy, Luxembourg, the Netherlands, Norway, Portugal, the United Kingdom, and the United States. In conjunction with it, French naval forces will conduct a minesweeping exercise along the French Atlantic coast.

The exercise itself will test NATO's defence posture in a vital area, and will show both the cohesion of NATO and the will of the Alliance to maintain the

military balance.

Military units will operate simultaneously off the east coast of North America and around northern Norway, the North Sea, English Channel approaches, Iberian Peninsula and central and western parts of the North Atlantic.

Exercise situations will include anti-submarine and attack submarine warfare, mine laying and mine countermeasures, control of merchant shipping, anti-aircraft warfare, and land-based patrol and carrier-based attack aircraft operations.

There will be two amphibious landings along the

Norwegian coast, the initial assault involving marines from the Netherlands, United Kingdom and United States in an unopposed landing.

In a later landing in the county of Troms, Norway, about 3,000 men of three nations will be opposed by 4,000 Norwegian troops. The marine units will attempt to link forces with elements of NATO's well-equipped multi-national 5,000-man Allied Command Europe Mobile Force (land component).

This force is held available for dispatch to any threatened area particularly on the flanks of Europe.

Altogether, the army units taking part will number about 15,000 men, half of which are Norwegians.

NATO naval units taking part will include attack and anti-submarine warfare aircraft carriers, cruisers, frigates and destroyers; minelayers and

minesweepers, fast patrol vessels, amphibious assault carriers, command and landing ships, submarines, hovercraft and auxiliaries.

Aircraft will range from supersonic fighters to long-range patrol aircraft, and a wide variety of helicopters.

Standing Naval Force

Also taking part will be frigates and destroyers of NATO's Standing Naval Force Atlantic, and about 60 merchant ships which have been chartered to execute the operations of convoys.

Strong Express will be conducted jointly by the three major NATO military commanders: Admiral Charles K. Duncan, U.S.N., Supreme Allied Commander Atlantic; Admiral Sir Edward Ashmore, R.N., Allied Commander-in-Chief Channel; and General Andrew Goodpaster, U.S.A., Supreme Allied Commander Europe.



AB Alan Bater (foreground) and LS Richard Barber (centre, rear), busy assisting in relief work following the Philippine flood devastation.

Redcoats 'join' the Andrew



Picture: Antony Stevenson

Berwick look after shipmate Steve

There to greet his former shipmates of H.M.S. Berwick when the frigate arrived at Portsmouth from the West Indies was 20-year-old Steve Mugford, who had been flown home after injuring his back in a swimming accident while the ship was in Barbados over Christmas.

He returned to Britain for treatment at Stoke Mandeville Hospital and when shipmates heard that he was seriously paralysed as a result of the accident a Steve Mugford Fund was set up. Collecting jars were placed around the ship and a big draw was organised.

If Steve fully recovers, the money — now standing at about £1,800 — will probably be donated to a hospital. If not, it is intended either to set up a trust fund or to use the money to purchase equipment to make life easier for him when he returns home.

AB Mugford's accident occurred when he was diving and struck his head.

Most of the money collected for the fund was raised by the draw, first prize for which was a car which was on the jetty at Portsmouth ready for its lucky winner, CREA R. House, who was presented with the keys by Mrs. J. B. D. Read, wife of the commanding officer.

The Berwick, which sailed for the West Indies last November and returned in August, steamed 37,500 miles during this time and made 42 visits, calling at 30 different islands in the Caribbean and Bahamas and two ports in the United States.

At the end of her West Indies spell she was relieved by H.M.S. Plymouth.

When H.M.S. Andrew visited Barry between Aug 11 and 17, the ship's company lived ashore at Butlin's on Barry Island, where they quickly made friends with the Redcoats and other members of the staff. Here are the Redcoats paying a return visit to the submarine.

Navy aid in big floods

Thirty-six inches of rain — more than England's annual rainfall — fell in one 24-hour period in the Lingayen Gulf, the worst hit area in the Pangasinan Province of flood-torn Philippines. "I have never seen such a downpour in my life," said Surgeon Lieutenant Jonathon Ussher, who witnessed the country's second spate of flooding. "In some places bridges across rivers had water running over them instead of beneath!"

Surg.-Lieut. Ussher offered his services when his ship, H.M.S. Lincoln, on a courtesy visit to the country, was urgently requested to drop thousands of pounds of food supplies to the devastated areas.

Seeing the critical situation and the need for doctors, he asked to stay on with a team of three while Lincoln sailed for Hong Kong to take up duty as Colony guardship.

For two weeks the Navy team helped to evacuate homes, inoculate flood victims and give emergency medical treatment.

The nearest hospital, 15 Km. away, was accessible only by helicopter, so Lieut. Ussher set up an emergency operating unit in one of the local hotels.

Cholera and typhoid were the main concerns and inoculations were imperative to prevent an epidemic.

When the time came for the team to rejoin their ship, relief work was making significant progress and the flood waters had receded. Food, however, was still a major problem as many crops had been destroyed.



Surg. Lieut. Jonathon Ussher, of H.M.S. Lincoln.

AWARDS FOR SERVICE IN NORTHERN IRELAND

Three members of the Royal Marines and one of the Royal Navy have gained awards for service in Northern Ireland. They are—

Mention in Despatches: Marine Frank Edward Green, Corporal Richard Gordon Quirk.

Members of the Order of the British Empire: Major David Vertham Child, R.M., Lieut.-Cdr. Cornelius Glanton, R.N.

See also Page 1.

'HEARTS AND MINDS'

Sergt. Geoffrey Rees and Marine Keith Whiteman find friendly locals during their duties with 40 Commando Royal Marines in Northern Ireland.

